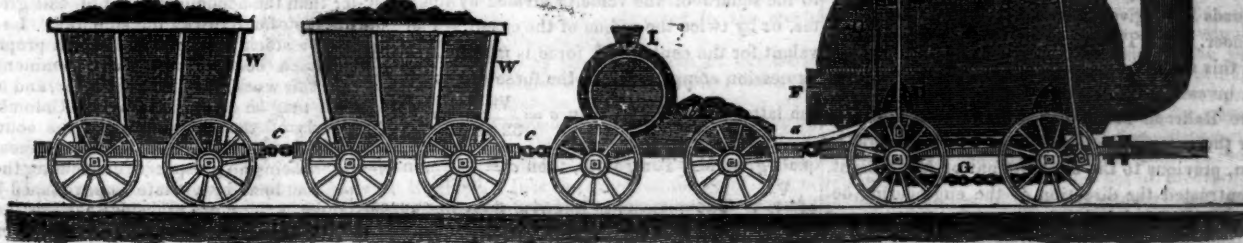


AMERICAN



# RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 11, 1832.

VOLUME I....NO. 33.

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## AMERICAN RAILROAD JOURNAL.

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In No. 31 of this Journal, in our remarks upon McAdam Roads, we stated that we knew of no road in this country that could "stand three days of rain, or that is proof against the frosts of winter;" and intimated that there was not a road in the United States built upon the pure McAdam system, which we believed to be the fact; but we have since been informed that the "Cumberland Road," or that part of it from the Ohio river, opposite Wheeling, Va. to Zanesville, in Ohio, a distance of 73 miles, was constructed, under the superintendence of Caspar W. Wever, Esq.—now of the Baltimore and Ohio Railroad—upon the plan laid down by Mr. McAdam. If this be so—and such is our authority we cannot doubt it—we should be truly obliged to Mr. Wever for a description of the road, its cost, &c. together with any other information upon the subject of Roads, Railroads, and Canals, that the nature of his engagements will permit him to furnish us.

In the 30th number of the Journal we published, and called the attention of our readers to a communication headed "Inclined Planes." In so doing we certainly had no intention to, nor did it occur to us on reading it over before it was given to the printer that we might, injure the feelings or reputation of any gentleman; although, if we had read it over a second time, we might have deemed some part of it exceptionable, as referring to a person of whom we knew nothing—not even the name of the Engineer of the Morris Canal—and therefore erased it, or have suppressed the communication altogether. But, as it was published, and the friends of the Engineer (Capt. Green) referred to in the communication of H. consider it an unjustifiable attack upon him, we cannot, in common fairness, decline to publish a reply, although we disapprove of its personality, as it cannot for a moment be supposed that

Major Douglass was aware of the intention of the writer to offer such a communication for publication; and we therefore deem such parts of the reply as refer to Major Douglass, uncalled for, as we do those in the communication of H. to Capt. Green, or the Engineer of the Morris Canal. With this explanation we would observe that it is not our intention to devote our columns to attacks upon, or defence of, gentlemen engaged to superintend works of internal improvement, but rather to collect and and embody such information relative to them as may be useful to those interested in their accomplishment.

The annexed letters show the grounds upon which the survey of the New-York and Erie Railroad, and others of the same character, is postponed:

[From the Elmira Republican, August 4.]  
New-York, 23d July, 1832.

Dear Sir—It is with much regret that I enclose a copy of the following order from the War Department, suspending the survey of the route of the Hudson and Erie Railroad, (as ordered on the 5th instant,) and all similar surveys, unless certain conditions are complied with by those making the application for the survey.

I cannot hope under all the circumstances attending the application to the War Department for the survey, and the advanced state of the season, that it will be in the power of the company to comply with the conditions required by the President. But if you view this matter in a different light, you will address your reply, on this subject, to the Secretary of War at Washington, I am, with much respect, your obt. servt.

DE WITT CLINTON, U. S. C. Eng.  
Hon. G. H. BARSTOW.

TOPOGRAPHICAL BUREAU, Washington City,  
July 20th, 1832

Sir—My letter to you of the 4th inst. to suspend any further arrangements in relation to the survey which you had been directed to superintend, was the result of an order from the Secretary of War, to prevent any erroneous steps on this subject until the pleasure of the President could be known, who had then the subject under consideration.

I have now received his direction in this and in every other similar one, which is, that such surveys are not to be made, unless the states, incorporated companies or individuals interested, shall meet all expenses; except such as belong to the personal compensation of the engineers, or for the procuring and repairs of the necessary instruments. On these considerations you may survey the route which may be chosen by the state or incorporated company, or parties applying for the survey, but on no other condition.

You will therefore communicate with the parties interested in the case committed to you, and report the result to this bureau.

I am Sir, respectfully, your obt. servt.  
J. J. ABERT, Lt. Col. Top. Engs.  
To DE WITT CLINTON, Esq.  
U. S. Civil Engineer, New-York.

[From the Ohio Chronicle.]

TOPOGRAPHICAL BUREAU, Washington City,  
July 20, 1832.

Sir—I have the honor to state to you, that in conformity with the decision of the President, engineers and instruments will be furnished, at the expense of the United States, for the survey of a route for a railroad, from Geauga or Ashtabula county, on Lake Erie, to the Ohio river, in Columbiana county; but that the United States will be at no other expense whatever, in relation to this survey. In case, therefore, the incorporated company interested in this survey, or any other association, will make arrangements for meeting the expenses of this survey, as above stated, and you will please to give this Bureau information on that subject, engineers, with their instruments, will be ordered to make the survey.

Very respectfully, sir, your obt. servant,  
J. J. ABERT, Lieut. Col. T. E.

Hon. E. WHITTLESEY,  
Canfield, Trumbull co. Ohio.

This statement and the letters are submitted to the candid and dispassionate perusal of those who have anticipated the commencement of both or either of these roads; or who have entertained the belief that the President was in favor of internal improvements, and would pay any deference to a law he was bound by his office to execute.

The question naturally arises, are these roads of national importance? If the President thinks they are, the law of 1824 requires the expense of surveying them to be borne by the United States, if he directs them to be surveyed at all. If they are not of national importance, and such is the opinion of the President, what authority has he to detail an engineer with his instruments to survey them? The conclusion I draw from his ordering the survey conditionally, is, that he has decided the roads are of national importance; but that he does not consider himself restrained, restricted, or controlled, by the law. This is in accordance with his views of other laws. Since the passage of the act, at the late session of Congress, appropriating different sums of money for internal improvements, he said, (as was reported and believed,) he would expend the appropriations, or withhold them, as he thought proper.

Very respectfully, yours,  
E. WHITTLESEY.

Messrs. Hapgood & Pease.

WARREN, July 30, 1832.

Messrs. Hapgood & Pease:

Gentlemen—The inclosed letter and copy of an order from the Topographical Bureau, at Washington, I have received from Col. Clinton, U. S. Civil Engineer: And that the citizens of this region may be consulted, as to the expense of the survey of the Hudson and Ohio Rail Road, a meeting will be held, at the court-house in Warren, on the 31st day of August next, at 7 o'clock, P. M. where it is requested that all who take an interest in the survey will attend.

By giving the enclosed a place in your useful paper, you will no doubt oblige many of your readers, and confer a particular favor on  
Yours, &c. SIMON PASKIN.



[For the Railroad Journal.]

## INFLUENCE OF VELOCITY AND CURVATURE UPON THE COMPARATIVE ELEVATION OF THE RAILS OF A RAILWAY.

In the last number of Silliman's Journal is an article on the subject of "the elevation for rails on Railroads of a given curvature," by J. Thompson, Engineer. Mr. Thompson commences his remarks upon this subject by noticing an empirical attempt at an investigation of the same problem in the Baltimore Railroad Manual, a work which appeared under the patronage of the Board of Engineers, to whom, previous to the appointment of Mr. Knight, was entrusted the direction of the engineering department of the Baltimore and Ohio Railway. I mention this fact more particularly, as the same work is replete with errors, both of a theoretical and practical nature, which render it of no value as a guide in the location and construction of Railways. For an exposition of some of the more important of these errors, see No. 208 of the New-England Weekly Review.

As it regards the subject of Mr. Thompson's article, it is necessary, in commencing the investigation, to consider the forces by which a body in motion upon a curved Railway is influenced. These are, gravity, or the weight of the body, and the central or centrifugal force resulting from the curvilinear direction of the motion, the former acting vertically, and the latter horizontally. The tendency of the body is evidently that of the resultant of these two forces, and in order to ensure an equal bearing upon the rails and steadiness of motion, the plane of the rails should be perpendicular to the direction of that resultant. This being established, the difference in the elevation of the two rails of the track is obtained by a simple proportion, which Mr. T. has illustrated by a diagram, and which may be stated as follows: *As the force of gravity is to the centrifugal force, so is the breadth of the rail-track to the difference in elevation of the rails sought.*

The result by this proportion will be found to exceed the truth in the proportion of the excess of the tangent over the sine of the inclination of the plane of the rails; but as it is the most simple expression, and as the error mentioned is too small to be of any practical importance, it should undoubtedly be preferred. In the application of this rule, it is necessary in the first place to determine the relation between the gravitating and centrifugal forces. As these forces are of the same kind, being of a pressive character, they are easily compared, and correspond directly with the spaces described in the same time by the influence of each. If the time assumed be one second, the space which a body will describe by the force of gravity in that time is 16.1 feet; and the space through which a body, moving in a circle with a radius of  $R$  feet, with a velocity of  $V$  feet per second, would be carried in the same time by the centrifugal force, is  $\frac{V^2}{2R}$  feet. This is in accordance with the law of central forces. Hence the force of gravity  $g$  is to the centrifugal force  $c$ , as  $16.1 : \frac{V^2}{2R}$ , or the centrifugal force is correctly represented by  $\frac{gV^2}{32.2R}$ ; and by the proportion stated above, we have, for the difference in elevation  $E$  in feet of the rails for a breadth of rail track equal to  $a$  feet, the following:

$$g : \frac{gV^2}{32.2R} :: a : E \text{ or } E = \frac{aV^2}{32.2R}$$

The expression for the value of  $E$  thus deduced is the same as given by Mr. Thompson, a circumstance a little remarkable, for although he was correct in his main proposition in making the difference in elevation of the rails to their breadth, as the centrifugal to the gravitating forces, yet he has evidently

erred in some of the steps by which the expression was obtained. For instance; he asserts that, according to the law of central forces,  $c = \frac{V^2}{R}$ ; where,

as, it is in reality proportional to  $\frac{V^2}{2R}$ , or proportional to the square of the velocity divided by the diameter, or by twice the radius of the circle. The equivalent for the centrifugal force is merely a relative expression compared with the force of gravity. If the latter equals unity, then  $c = \frac{V^2}{32.2R}$ , but if it equals  $g$ , as Mr. T. assumes, then  $c = \frac{gV^2}{32.2R}$ , instead of  $\frac{V^2}{R}$ . The quantity  $g$  likewise does not appear,

as Mr. Thompson states, as equal to 32.2 feet. For the purpose of convenience, and of simplifying the expression in the comparison of the two forces, the effect of each is considered for the same interval of time or for one second. This gives for the comparative value of  $g$  in feet 16.1, and not 32.2 feet. The existence of the latter quantity instead of 16.1, in the expression  $E = \frac{aV^2}{32.2R}$ , being the consequence of making the factor connected with it equal to the radius instead of the diameter.

As the difference in elevation of the rails depends greatly upon the velocity, it should evidently be adapted to the average motion of the cars upon the road. This average will depend upon the mechanical facilities of the road in respect to its elevations and depressions and horizontal curvatures, and whether it is designed principally for freight or travel, or both combined. When the latter object is to be attained on a road nearly straight and level, a mean velocity of 15 miles per hour would correspond with the present state of the improvements in the application of locomotive steam power, that being nearly the average business rate upon the Manchester and Liverpool Railway. The value of  $V^2$  under this assumed velocity, becomes 225 or 484, and hence,

$$E = \frac{484a}{32.2R} = \frac{15a}{R} \text{ If } a, \text{ the breadth of the Rail-track, is assumed at } 4 \text{ } 2\text{--}3 \text{ feet, } E = \frac{70}{R}$$

The value of  $E$  in this last expression will not be sensibly affected, if the breadth of the track is as low as 4 1-2 feet, or as high as 4 3-4 feet, and as the majority of Railways in the country have their breadths within those limits, the following general rule may be observed.

*Divide 70 by the radius of curvature in feet: the quotient is the difference in elevation of the rails in feet.* FRANKLIN.

[From the London United Service Journal for June.]

## PROJECTS FOR MARINE RAILWAYS,

Across the Isthmus of Panama, and in the British Possessions in North America.

Having in preceding numbers of the United Service Journal exhibited extensive projects for marine Railways, connecting the various seas of the British islands, I propose, in the daily darkening prospects of our commercial horizon, to submit similar plans tending to produce an early and vast extension of our commerce to the western hemisphere.

First, I propose to form a marine Railway across that spot which is destined to be the key of the new world—the Isthmus of Panama. The advantages of a pass here seem, indeed, to be boundless to a commercial nation, for it will save a navigation of 10,000 miles round Cape Horn, opening out the trade of Peru, Chili, and all the western regions of North and South America, with the Sandwich Islands, and all the isles scattered over the vast expanse of the great Southern Ocean. The Isthmus is at one spot not more than seven leagues across, but from Porto Bello to Panama, the capital cities of the province, the distance is thirty seven miles, with vast mountains intervening. What the size, stratification, or direction of these mountains may be probably is not known, but though the whole thirty seven miles were required to be tunneled, still the expense is warranted by the vast revenue which must result

from the Railway; besides that, much gold would probably be found in the progress of the work, this being the heart of the gold region of South America. The Canal which is in contemplation at this time across the Isthmus of Panama, by an American joint stock company, is evidently a project the difficulties and expense of which would be tenfold greater than the accomplishment of this great work by means of a Railway for shipping. I suggest then, that a stock company of English proprietors of Colombian bonds would possess eminent advantages for this work, for the land, labor, and other materials, may be obtained at par in Colombia, with the bonds of the government of the country. These bonds are in England depreciated almost to nothing, there being no prospect of dividend, or the redemption of the loan by a State impoverished by civil war; and it is therefore probable that this project would save an immense amount of British capital from entire annihilation, and even convert the bonds into a splendid source of revenue from the Railway. The condition exacted for the land and territorial rights by the Colombian Government, from a former American joint stock company, by whom a Canal was projected across the Isthmus in 1826, was the reservation to the state Colombia of the tolls arising from the work for the first fourteen years; but an English company could undoubtedly obtain more suitable terms by the immediate purchase of the soil by cancelling a certain portion of the loan, the authorities of Colombia being known to be intently anxious to preserve the bonds from depreciation, and to preserve their national credit for a future loan from the merchants of England. To render the great work complete, and to anticipate future opposition from the people of the United States, the entire isthmus, or such part as lies between good natural boundaries—as the lake of Nicaragua on the north, and the river of Darien, on the south—a narrow tract of three hundred miles in length, should be obtained by treaty from the Colombian Government, to be erected into an English colony, independent of the State of Colombia, and subject to the crown of England.—Some consideration is also due to the ancient, yet undoubtedly just claim which Great Britain possesses upon the Isthmus of Panama, founded upon the prior possession of the province by the Scottish company, under the Rev. Mr. Patterson, in 1699. The country at that period was not inhabited by the Spaniards, but by a people entirely hostile to them, and, previous to the sailing of the expedition, the right of the company was recognized by the Spanish ambassador at the court of William the Third, yet the unfortunate colonists were attacked, harassed, and at length almost exterminated,—only thirty persons of twelve hundred who composed the expedition ever returned to Scotland. The capital subscribed for the purposes of the company was therefore entirely lost, consisting of the sum of 900,000*l.* of which 400,000*l.* belonged to the people of Scotland, 300,000*l.* to the English, and 200,000*l.* to the people of Holland and Hamburg. The settlement of the company was at the mouth of the river of Darien, and the town of New Caledonia still appears upon the ancient charts. The origin, progress, and unfortunate termination of this noble project is described by Sir John Dalrymple in the twentieth volume of his *Memoirs of Great Britain and Ireland*, the ruin of the colonists being there attributed to the injustice and prejudices of William the Third.

There are also great advantages to navigation connected with this project, for the equinoctial current and the region of the northeast trade wind must be crossed from Europe to Porto Bello; these are perpetually favorable to outward bound vessels, and the usual lightness of the winds and severity of the weather in this part of the Atlantic are remarkably favorable to steam navigation. Upon the return voyage to Europe the gulf stream flows along the eastern coast of America to the Azores, and almost to the coast of Spain. Moreover, the westerly wind prevails more than 9 months in the year in the latitudes north of the tropic of cancer, annually increasing in prevalence; and with the progressive clearing of the forest of America, this will probably settle into a trade wind. Thus nature leads us in an everlasting circle to the east and to the west, and as no obstacle is now unconquerable to the science and enterprise of modern times, and as the English nation alone possesses the advantages required for the accomplishment of a pass across the isthmus of Panama, it is devoutly to be wished that no further delay may arise in the completion of a work, the results of which, both to the old and new world, cannot be measured by the mind of man.

The British provinces in North America may also



be raised into great and immediate prosperity by a judicious formation of railways.

Here I propose, first, to form a railway for wagons from Quebec to the harbor of St. Andrews, upon which the bay of Fundy, a distance of one hundred and ninety five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters,—cutting off a navigation of one thousand two hundred miles down the river St. Lawrence and round the shores of Nova Scotia.—Thus the timber, provisions, ashes, and other exports of the provinces may be brought to the Atlantic, not only with more speed, regularity, and security than by the river St. Lawrence, but with the grand additional advantage of a navigation open at all seasons of the year, the harbor of St. Andrews being capacious, deep, and never closed in the winter season, whilst the St. Lawrence is unnavigable from ice from the month of November to May. The route of this work will lie through the government land opening out from the banks of the navigable rivers; and by means of this railway great bodies of land which for ages would remain inaccessible in the absence of inland navigation, may thus be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, still the ground work may be renewed at little cost; and when the clearing of the roads in the vicinity of the railway shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought upon the railway at a small expense. The construction of this work will furnish immediate employment for a great body of emigrants, whilst, being undertaken by the government, the cost for the land and the labor will be saved, and judging from the estimates for railways in the United States, where the flat rail is in use, the expense for iron work and labor may be estimated at 500*l.* per mile, or 98,000*l.* for a distance of one hundred and ninety-five miles from Quebec to St. Andrews, a sum which may be realized in a single month by the sale of the public lands, which then will be purchased with avidity in the vicinity of the railway.

Another great line of railways may be formed from Halifax, through Nova Scotia, to St. John's in the province of New Brunswick, and thence into the United States, joining the railways which are fast spreading through that country, and which will soon reach from New York to Boston, and through the whole New England States. This railway will not only bring to the Atlantic the lumber, provisions, metal and other exports of the provinces; but from the situation of the harbour of Halifax, a thousand miles nearer than the United States to Europe, it will doubtless command the whole stream of passengers, mails and light articles of commerce, passing into the British possessions and to the United States, and every part of the continent of America. A line of packets has long been projected from the harbour of Valentia, upon the western coast of Ireland, to Halifax, by which the passage across the Atlantic may be performed by steam shipping in about ten days in the summer months; and when passengers may be afterwards conveyed from Halifax by railways to all intermediate distances, and even to the extremity of the provinces in a single day, saving to emigrants the time, fatigue, and expense of travelling in a new country, it is obvious how rapidly these works will facilitate the population of the colonies.

Indeed, if the difficulties and expense of constructing these works in our North American colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the government of this country to maintain an equality of commercial advantages with the neighbouring United States: for the splendid advantages of the railway system are well understood in that country, where great navigable rivers are about to be superseded by railways of vast magnitude, reaching over hundreds of miles. Upon one of these, about ninety miles are already completed from Charleston, through the States of South Carolina and Tennessee, to the Mississippi at the mouth of the Ohio, a distance of six hundred miles. Another great line is rapidly approaching to completion from Baltimore to the Ohio; and a third is now proposed from Philadelphia to the Western States, in the course of which it is proposed to tunnel the Alleghany mountains. Indeed, in no country will the results of the railway system be so extensive as in the United States, for it will annihilate their only disadvantage, inland

distance from the sea; and it will effect the work of centuries to connect, consolidate, and strengthen that giant territory, lying beneath all climates, and spreading over a quarter of the globe. If then we would contend with these advantages in our North American provinces, it is only by similar works that we can bring to the Atlantic the agricultural exports of the colonies, and secure the stream of emigration, which otherwise with the facility of inland transportation will be rapidly diverted to the western regions of the United States.

And not only by the diminution of our surplus population at home, and the extending market for our manufactures by the rapid population of the colonies, but by the improvement of the climate upon the progressive clearing of the woods, will these provinces be rendered more valuable to the crown of England. It is the impenetrability of a wooded country to the heats of summer, which causes the severity of a Canadian winter. Already a remarkable amelioration has taken place in a very few years, and in another generation the opening of the forests will so mitigate the climate that cotton, silk, and wine, will be amongst the exports of the country, the temperature being rendered similar to the corresponding latitudes in Portugal and France. We therefore see the extensive results of a judicious intersection of the provinces with railways, in facilitating the inland commerce of disconnected regions, and in their rapid population from a country desirous by emigration to be relieved from a great weight of people at home, and when these works may be completed by the proceeds of the public lands, without charge to the revenue at home; this, perhaps, may be found to be a timely suggestion to the government.

The railway system will soon change and improve the whole commercial aspect of the kingdom. By the facilities of inland transportation, the cities will lose their undue advantages of situation; manufactures will no longer be crowded and confined to the vicinity of coal-harbours and navigable rivers; and the cheap conveyance of lime, manure, and mould, will at last equalize the fertility and value of landed property in every part of the kingdom. By railways we now may cover with soil the barren tracts in the northern parts of the island; and even all our mountains may be carried to the sea. For the many millions annually paid to unemployed laborers in this populous country would gradually, by the assistance of railways, level all the mountainous encumbrances of the island, and gain as it were new kingdoms from the sea. The immensity of barren hills in the west of Scotland would suffice, in the shallow soundings of the Irish sea, to cover the whole breadth of the channel between Scotland and Ireland, and from the Rachiin Island to the Isle of Man. Thus, by our immense command of machinery and labor, the surface of the island may, in time, by the levelling of the mountains, be doubled in extent; nor is it improbable that after ages may see millions of acres of corn waving upon land gained from the sea, or upon the base of now cold and barren mountains.

The disuse of horses is also amongst the greatest advantages of the railway system, for not only upon the roads, but with certain agricultural improvements which are not far distant, it is probable that the use of this animal may be superseded altogether, and as one half of the produce of the earth is consumed by the horse, and as his existence is slavery, his latter stage one protracted agony, and his carcass useless to man, the statesman and man of benevolence ought to rejoice to see this abused though noble creature disappearing from the world.

And not agriculture and manufactures alone, but the shipping interest will also derive its advantages from the railway system. Vessels may then be built, repaired, or laid up in the interior of the country in the vicinity of marine railways, and in more cheap and convenient situations than the shipyards in the seaport towns; whilst the great loss of timber and iron, occasioned by the breaking up of vessels no longer seaworthy, may be saved by the employment of their hulls in transporting goods upon marine railways. The whole coasting trade of the kingdom will be annihilated, and the saving of vessels and property now annually wrecked round our iron-bound coast will repay a thousand fold the expense of constructing the railways required in every part of the kingdom.

I cannot disguise the subject of railways, without a political suggestion of the expediency of a low rate of toll. That the country may derive the full benefit of the railway system, the government ought to limit the toll to the lowest remunerating rate, it

being more prudent to retain the power afterward to raise it, than by an unconditional act of incorporation to load the commerce of the country with an excessive rate which then can never afterwards be reduced. The example of the Liverpool and Manchester railway renders this suggestion now proper, for the toll upon that line is maintained at 12 shillings per ten for a distance of 33 miles, an excessive rate rendered necessary to repay the interest upon stock 90 per cent. above par, the gain of original speculators in a work in which there never existed any hazard, and to the perpetual injury of the public at large. The principles of joint stock companies, by which exclusive privileges are granted to individuals in return for some public advantages derived from their operations, render it the duty of the government to secure these advantages to the country by the act of incorporation.—The directors of the Manchester and Liverpool railway were not empowered to pass through the lands of unwilling proprietors because the law desired to advance their individual interests, but that the people of Lancashire might be supplied with cheap coals and food.

The laboring classes will derive employment for many years in the construction of these works; the facility of travelling and intercourse will give more intelligence, health, and amusement to the mass of the people, and the commodities of life will be reduced in price by the diminished rate of carriage, to an extent equal to the removal of the national debt. The revenue of the Post Office will be increased by the cheap transportation of the mails, and the island will be rendered more easily defensible by the rapid concentration of troops and ships of war.

Countless other advantages will result from this wonderful system, for it is a victory gained over space, the results of which will be boundless to the future destinies of mankind.

HENRY FAIRBAIN.

[From the Charleston Patriot, S. C. July 28.]

We take pleasure in laying before our readers the following statement of the progress already made towards the completion of the Railroad between this city and Hamburg, and feel much gratified to observe that the whole work will most probably be completed by the first of January next.

**THE RAILROAD.**—The steam cars travel daily, for, to Summerville, 21 1/2 miles—beyond which the work progresses rapidly. The mile beyond Summerville is nearly completed, and ready for travelling; the next mile is now capping and railing, with a force of 38 men, including carpenters; beyond that, the succeeding mile is all capped, and about half the rails on, with all the timber ready; the next two miles are wholly finished. The distance thence to the Cypress Swamp, 1 1/4 miles, being mostly on sleepers, has all the ground sills and cross pieces down, and but about five days work of piling to join the Cypress contract, which, however formidable it has hitherto appeared, is now piled throughout, and the capping and railing going on briskly. The next 3 1/2 miles will be finished in about four weeks; the Four Hole Swamp is piled through, and the carpenter's work going on rapidly; five miles thence upwards are finished and ironed; the succeeding six miles want but about one thousand feet of rails to be completed; and the next contracts, to the Edisto, are in a state which will render their completion certain by the 10th of September. On all these contracts, the hands, as they finish below, are sent up, so as to expedite the work. The whole is under contract to persons belonging to the state, and mostly residing on the line, employing a force of near six hundred hands, independent of horses employed by the contractors. The bridge across the Edisto, which is sixty-five miles from town, has all the abutments piled, and the timber has been ready since January last; it is to be sixty feet span, and supported by one arch; the carpenter's work of which is now going on. The first four miles beyond the Edisto are now ready for the iron; and the ten miles in succession thence are rapidly progressing. These, with the next fifty miles, are under contract to the Messrs. Gray, who have on the same, with their sub-contractors, a very large force, and a steam mill, together with numerous saw mills, propelled by water power. Their work is in a very advanced state, and from the perusal of several reports of recent date, there is a very great probability of the whole being completed by the first of January next. On the thirty-five miles nearest Augusta, a force equal to five hundred and twenty men were employed on the 21st inst. and



accessions making daily to the laborers; on the other thirty-five miles, four hundred men are employed. The work of the inclined plane will all be so far completed by the first of January as to be ready for the machinery, which is now in progress of construction.—A large number of axles, made of fagoted iron, are now waiting transportation from New-York, together with wheels; and there are as many preparing at Eason and Dotterer's as their works can finish.

The receipts from passengers have, for the last three weeks, averaged two hundred dollars per week, independent of the conveyance of iron and other materials for the use of the Company.

[From the Baltimore Chronicle, of Aug. 4.]

**SUSQUEHANNAH RAILROAD.**—The Steam Engine imported for this Company was attended by an Engineer brought out for the express purpose of putting the machine into effective operation—it is expected to be ready to try an experiment in the course of a week or ten days. Those who understand such matters are entirely confident of its success, and all can see that it is a beautiful piece of workmanship, finely proportioned.

We learn that another section of the Westminster branch of this road is completed as far as Owings' Mill, and that the cars will commence running to that place next week. The company have also contracted to carry the mail and passengers on the Chambersburg route, which will go into operation in a few days, and thus give increased facilities to the vast trade and population approaching and departing from the city through the great north western avenue to Baltimore. We take this occasion to state that the Railroad terminating at Owings' Mills is within about three and a half miles from the place where the annual Camp Meeting is held, near Reisterstown. The fare by the Railroad will be fifty cents, and from thence Messrs. Beltzhoover & Co. (the enterprising proprietor of the state line to Chambersburg) have agreed to provide a number of first rate coaches to transport the passengers to the Camp Ground at the moderate charge of thirty-seven cents, thus affording not only a safe and comfortable mode of transportation, but putting at the lowest possible price, that which was heretofore obtained at the expense of great personal inconvenience and much cost.

We learn also that the division of this road extending to the intersection of the York Turnpike is nearly completed, and will be into operation in all this month.

The President and Directors of the Ithaca and Owego Railroad Company have given notice that Books will be opened on Monday, the twentieth day of August next, in the villages of Ithaca and Owego, to receive subscriptions for the additional stock granted them by an act of the Legislature of the 31st of March, 1832. The Books in Ithaca will be at the office of the Secretary, Daniel L. Bishop, and in Owego at the office of James Pampelly, Esq. from 10 o'clock, A. M. to 4 o'clock, P. M.

**STEAM ENGINE.**—We have lately been shown an improvement upon the Steam Engine, the invention of Messrs. Prentice & Lewis of this village, which, so far as we can judge from an examination of it, and the experiments we have witnessed, we are of opinion will be found of much importance. The design of the improvement is, to do away with the crank and balance wheel, and apply the force of the engine directly without any loss of power. This is intended to be accomplished simply by a rack, having a correspondent motion with the piston rod, and which will play upon one or two half wheels; as the case may be, which, by the peculiar construction of the rack, are kept regularly revolving; but which can be changed, however, as readily as in the common engine, when in stopping or backing a boat, such a change becomes necessary.

At present, other avocations prevent our going into a more full detail of the merits of this ingenious, and as we believe, important invention—but as we learn an engine is now constructing, which will fully test the utility of the improvement, we may have another opportunity of recurring to the subject. Our object in this brief notice is, simply to set those who are interested in improving the speed of steamboats, and in saving expense in the propelling of machinery generally, to making inquiries for themselves. Communications can be addressed either to Mr. Prentice, or Mr. Lewis, at this place. —[Lockport Courier.]

The last number of Silliman's Journal, to which allusion is made in the communication signed "Franklin," has not yet been received at this office; but we have seen the article referred to, and shall endeavor to give it in our next.

We are gratified to see that some of the numerous papers with whom we exchange, copy our extracts upon *McAdam Roads*; and we should be still more pleased, if they would tell their readers the source from whence they are derived, as it might be of service to us, without in the least detracting from their own merits.

To the Editor of the Railroad Journal:

SIR,—In company with some friends, I went a few days since to Aquackanok, N. J. for the purpose of viewing the Railroad to Paterson, which has been completed as far as that place, being a distance of about four and a half miles. It is intended, I understand, to extend the road to Hoboken or Jersey City. There have been placed on the road three very commodious and handsome cars; in one of which we performed the distance to Paterson in twenty-two minutes, and back to Aquackanok in twenty-three. These cars are fitted up in a very splendid manner, and resemble in many respects private vehicles; they are drawn by a single horse, and will carry about thirty persons; they have one which will take fifty. The country is well cultivated; and the rapidity and ease with which you are carried make it very pleasant. As it is at present a dull season of the year, I would recommend to those who wish to spend a few hours pleasantly, to make this excursion, and they will find themselves amply repaid.

A SUBSCRIBER.

[For the American Railroad Journal.]

#### INCLINED PLANES.

MR. EDITOR,—On the receipt of the 30th number of your valuable paper, I was directed, by an editorial paragraph on the first page, "to the interesting communication upon the subject of Inclined Planes." Eager to learn something upon a subject in which I have long been interested for several years, I hastened to its perusal; and finding the subject connected with the Morris Canal, a subject in which my interest is co-existent with that in Inclined Planes, you will readily conceive that I perused it with increased attention. Claiming to be well acquainted with the Morris Canal and its Inclined Planes, from their commencement, you will also conceive my disappointment, when, instead of communicating any information upon the subject, the object of the writer appears to have been a most gross misrepresentation: a personal and unjustifiable attack upon one engineer, and an unmerited eulogy upon another.

In passing over other errors of minor consequence in the writer's comments upon the Morris Canal, I proceed to notice the following, in which he says:—"On the abstract principle, that if planes were practicable for boats of five tons, they were equally so for boats of twenty-five tons burthen, a company was formed, a canal laid out, and sites of planes for boats of twenty-five tons duly located. Unfortunately, however, for the early success of the undertaking, the engineer engaged, enjoying no higher claim to the title than was embraced in a profound knowledge of the practical art of surveying, and a laudable contempt of all physical science, having progressed that far in the work, abandoned all further responsibility in favor of his employers. As might have been anticipated under the circumstances, the company thus thrown upon their own resources, after having selected from the multifarious models that were daily offered for trial, and sunk in futile experiments on them thousands and thousands of dollars, were on the point of abandoning their work in hopeless despair, when a ray of light beamed upon them from West Point," &c. "Major Douglass, whose taste, talents, and scientific attainments eminently calculated him for the office, was appointed Chief Engineer." "The trumpet of fame already sounds loudly in praise of the manner in which he has reduced his principles to practice, and redeemed his pledge to the Company that employed him."

The engineer referred to in the foregoing extract is the same that first explored the route of the Mor-

ris Canal; he located the Morris Canal and its several works, and superintended their construction; he also located the sites for the inclined planes, and it was under his direction that the "thousands and thousands of dollars," which H. says "were sunk in futile experiments," were expended. That engineer was an engineer upon the Erie Canal, and was subsequently, and previous to his taking charge of the Morris Canal, chief engineer upon canals and other works.

He was appointed chief engineer of the Morris Canal at the commencement of its operations. By his untiring zeal and perseverance he did much in sustaining that company through its adversities.—He has been continued, and, for aught I know, is still retained as their chief engineer; nor do I believe he ever abandoned any responsibility that he ever assumed in their favor, although H. says he "abandoned his employers," and "Major Douglass was appointed chief engineer." And although he never, to my knowledge, had the benefit of a classical education, nor has he ever participated in the munificence of Government by a gratuitous education at Westpoint, he has an education adapted to his profession; and, in addition to "a profound knowledge of the practical art of surveying," has had experience and constant employment in the practical operations of civil engineering for more than twelve years, which, with the reputation he has sustained, gives him (in the opinion of us practical folks) higher claims to the title of engineer than can be obtained in the lecture rooms of Westpoint.

Having been deeply interested, I have kept as strict an eye over the transactions of the Morris Canal and Banking Company from the commencement of their operations as circumstances permitted, particularly the Canal department; and whenever a new arrangement took place in that department, was on the alert to ascertain the cause. I witnessed the construction of the inclined planes upon which H. says were "sunk, in futile experiments, thousands and thousands of dollars;"—in that however he is mistaken; several of these inclined planes are still in operation; and although constructed at far less expense, to say the least, are found not to be inferior in practice to the boasted inclined planes of the Westpoint Engineer.

When Major D. was first introduced in the engineering department of this canal, being somewhat dissatisfied, I, as usual, took it upon me to learn the whys and wherefores; upon which I learned that the company, satisfied by their experiments of the utility of inclined planes, had determined to prosecute their work to completion without delay; that they had called on their engineer for an estimate; and his reply was, that, from experience, he did not think it necessary to revise his former estimate, which was \$180 per foot lift, except in the construction of inclined planes of small lifts, which would cost more, but that the maximum average cost would not exceed \$200 per foot lift; that Major Douglass submitted a plan which he considered preferable, the maximum average cost of which would not exceed \$160 per foot; thus offering a saving to the company of \$40 per foot from the estimate of their engineer, making \$48,000 on the remaining 1200 feet to be constructed; an item of expense indeed worth saving, which, together with the reputation he already possessed, being at the head of the engineering department at West Point, was sufficient inducement for the company to appoint him Chief Engineer of Inclined Planes, at the same time retaining the former Chief Engineer as Chief Engineer of the Canal. A good arrangement, thought I—\$48,000 saved, and a better article obtained; our old engineer ought not to find fault if his feelings are a little trifled with, when the gain to the company is so great: although I confess, I had some doubts of the Major's practical experience. And, Messrs. Editors, what has been the result?—and how has he "redeemed his pledge?"

Having been, as I told you, a critical observer of all the Canal arrangements, and claiming some pretensions to a knowledge of practical operations, I must say that, during the construction of the inclined planes under the new arrangements, the operations were conducted, according to my judgment, in an entire absence of all practical skill; and if the former engineer sunk his thousands of dollars in experiments, the latter must have sunk his tens of thousands; and the result has been, that instead of executing the construction of the inclined planes for \$160 per foot lift, as he pledged himself to do, from the best information I can collect, they have cost the company at least \$400 per foot lift, exceeding his estimate \$240 per foot.



## SUMMARY.

lift, or \$288,000 on 1200 feet, and exceeding the estimate of the Chief Engineer of the Canal \$240,000,—and yet not a perfect article; or why, at this early period, while the inclined planes can scarcely be said to be completed, publicly suggesting improvements? Why not have introduced them upon his planes here, where they are so much needed?

Not wishing to deteriorate any of the eclat that has been trumpeted to the praise of the Inclined Plane Engineer, further than to repel the unfounded misrepresentations in relation to the Chief Engineer of the Morris Canal, I forbear to proceed; but should the disparity between his estimate and the actual cost of his work not be sufficient to convince H. of his want of practical knowledge of the profession, as well as an entire failure to redeem his pledge to his employers, and further elucidation should be elicited, it will be furnished, although it might tend in some degree to eclipse the luminary of West Point, as well as develop some of the causes of the depreciated stock of the

MORRIS CANAL.

[From the National Intelligencer of August 4.  
CHESAPEAKE AND OHIO CANAL COMPANY.]

FRIDAY, August 3.—The Stockholders of this Company met this day, and re-elected Charles F. Mercer, President, and Phineas Janney, Walter Smith, John J. Abert, William Price, Andrew Stewart, and Peter Lenox, Directors of the Company for the ensuing year.

The following resolutions were submitted to the consideration of the meeting, and referred to the Committee to whom, on the 28th of April last, was referred the resolution of the General Assembly of Maryland, relative to the joint construction of the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad from the Point of Rocks to Harper's Ferry.

Whereas, this Company has been requested by the Baltimore Railroad Company to fix upon some plan for the joint construction of the Chesapeake and Ohio Canal and the Railroad, from the Point of Rocks to Harper's Ferry, which, from the nature of the ground, does not appear to us practicable with safety to both works; and whereas, two such great and rival undertakings cannot be carried on to completion without greatly impairing, if not completely destroying the interest of both; and we are moreover persuaded that every consideration of propriety and interest lead the Baltimore Railroad Company to unite with the Chesapeake and Ohio Canal Company, in the magnificent and all important work of completing the Canal to Cumberland, and thence to the waters of the Ohio—it is therefore

Resolved, That the Baltimore Railroad Company be informed, that this Company is ready to treat with them for the union on equitable principles of the two companies into one, for the construction of the Canal from the Point of Rocks to Cumberland, and thence to the Ohio, with the privilege on the part of the Baltimore Company to make a lateral Canal from the Point of Rocks, or some other to be agreed upon, to Baltimore; or for them to depend upon a basin to be there formed and their Railroad only for their communication with the Chesapeake and Ohio Canal.

Experience having demonstrated that the early accomplishment of an intercourse between the Chesapeake and Ohio, whether by Canals or Railroads, requires the resources of all its friends in one common plan—

Resolved as the sense of this meeting, that it is highly desirable that the Chesapeake and Ohio Canal and Railroad Companies, instead of applying their means and efforts to different, and, in some respects, rival schemes, should concentrate them on one common object of acknowledged and equal utility to the respective interests affected by it.

That a Canal, if not the only practicable, is unquestionably the cheapest mode of transporting, from the waters of the Ohio to those of the Atlantic, lumber and coal, the toll on which will transcend those on all other articles.

That, if the division of the resources of the two Companies should, by possibility, have the effect of frustrating the Canal, and the Railroad should, as it probably would, yield little or no profit on the transportation of these articles, the apprehension of this result must either defeat the Railroad altogether, or, if effected, will render almost totally unproductive the immense capital required for its accomplishment; whereas, should the Canal be speedily made from the Point of Rocks to Cumberland, and as soon thereafter as practicable to its

Western termination, every article of commerce may be transported down it to the Point of Rocks at such an anticipated profit to the Company as at once to insure the requisite funds, and to render them productive; the more especially as, should the whole transportation be by the Canal to the Point of Rocks, instead of being in part by the Canal, and in part by the Railroad, such profit will be sure and great, instead of being, as it might be in the contrary event, precarious and trifling.

That, considering the large subscriptions made before the Railroad was thought of, by the corporations and individuals of the District, amounting to about two millions of dollars, constituting more than a tenth part of its entire property, and which, having been principally borrowed, must, at no remote date, be repaid, and which, until repaid, operates as an annual tax of at least one hundred thousand dollars, any measures, which should operate either to frustrate or impede the Canal, or to shake public confidence in its success and productiveness, would be, in the highest degree, not merely prejudicial to their interests, but likewise fatal to their permanent prosperity, by depriving them of the credit essential to raising the funds requisite to its completion.

Resolved, therefore, That the following propositions as best fitted to compromise, on principles of justice and reciprocity, all the interests involved, be submitted to the Railroad Company:

1. That the Railroad for the present terminate at the Point of Rocks.

2. That the right of the Railroad Company to extend the Road, after the completion of the Canal to Cumberland, and subsequent to the year 1840, be reserved.

3. That, in the mean time, the resources of the two Companies be united and directed to the vigorous completion of the canal to Cumberland, and thence to the Ohio.

4. That the requisite legislative provisions to carry this object into effect be applied for by the two Companies.

5. That dividends on the stocks of the two Companies be made pro rata out of the net proceeds of the tolls derived from the Canal and Railroad.

6. That in case the Railroad Company should declare its assent to the foregoing terms, either as they now stand or with any necessary modifications, that a Committee of three members of this Company be appointed by the President and Directors, to meet a like Committee of the Stockholders of the Railroad Company; and the said joint Committee be, and they are hereby, authorized to make and execute a definitive plan and compact between the two Companies, for the purpose of carrying the foregoing propositions into effect.

Referred to Committee on Railroad Controversy, and ordered to be printed.

The meeting then adjourned until 11 o'clock to-morrow morning.

POST-ROADS.—There is no more striking illustration of the rapid growth of the United States (says the Baltimore American) than the rate of increase of the Post Offices and Mail Routes. The following table shows the increase for regular periods of ten years each, from the adoption of the Federal Constitution. The first column gives the number of Post Offices, the second the amount of miles of Post Roads, and the third the amount of Postage received in the several years mentioned:

No. Offices.	Miles of Post-roads.	Postage.
1790 - - 75	1,875	\$37,935
1800 - - 903	20,817	280,204
1810 - - 2300	36,406	551,684
1820 - - 4500	72,492	1,111,827
1829 - - 8004	113,000	1,707,418

In 1831 the receipts from postage had increased to \$1,998,811, but the number of offices and miles of post roads were not given in the postmaster-general's report. That report gives the number of miles performed by the mail annually, and it appears that in the year ending July 1st, 1831, this number was 15,468,682, being an increase of 967,702 miles within the preceding 12 months.

These are rapid steps in advance, showing a development of the resources of the country in an astonishing rate of increase. We have just reason to be proud of the capability of a young country which has done so much in its infancy, and to look with horror upon every thing which may threaten to destroy all the good that has been done, and all prospects of further good, by any tendency to separate into conflicting portions the energies which have been so powerful because united.

We are informed that Mr. L. Salles, merchant, of this city, has made a donation of 5000 dollars for the benefit of the Poor.

Spurzheim.—This famous Lecturer on Phrenology, and a disciple of the late Dr. Gall, arrived here on Saturday last, in the ship Rhone, from Havre.

The ship Inez, at this port, from Havre, has silver five-franc pieces on board, to the amount of 9,100 francs. The brig Jane, from Matamoras, has about \$90,000.

The Jefferson Insurance Company has declared a dividend of four per cent. on the profits of the Institution for the last six months, payable after the 15th inst.

The sloop Essex, lying between Burling and Fly Market Slips, was struck by lightning at 11 o'clock yesterday, and her mast shivered for a distance of 20 feet below the hounds. No other damage was done.

Episcopal Convention of New-Jersey.—The adjourned meeting of this Convention, for the purpose of electing a Bishop, was held in Morristown on the 2d and 3d instant. The prominent candidates, were the Rev. JOHN CROWE, of this city, and the Rev. Dr. CREIGHTON of New-York. The former had the greater number of the Clerical votes—and the latter of those of the laity. There was of course no election, since by the Constitution, the successful candidate must have a majority, of both orders. The Convention was thinly attended, in consequence of the alarm created by the Cholera. It has again adjourned to meet in New-Brunswick the 1st Wednesday in October next.—[New-Brunswick Freeman.]

Attempt to Escape.—Three men, named Wall, Richardson, and Baker, convicted sometime since of robbing Mr. Lockwood, jeweller and watchmaker, and sentenced to the Sing Sing State Prison, in pursuance of the conviction, have been among the number temporarily lodged at Bellevue, during the prevalence of the Cholera in the former place of confinement. On Thursday they made an attempt to liberate themselves; having got possession of the main spring of a watch, with which they had succeeded in sawing through the bar of one of the windows of the room in which they were confined.—The keeper discovered their operations in season to secure them.—[Commercial Advertiser.]

The Bellefonte Patriot mentions the death of Gen. Philip Benner, one of the earliest settlers of that county, and twice an elector of President and Vice President of the United States.

The interments in the city and Liberties of Philadelphia from 28th July to 4th Aug. were 243—of which 84 died of malignant Cholera.

The Ourang-Outang, which arrived at Philadelphia a few days since, has died from some disease resembling cholera.

Another Pestilence.—The small-pox is in Athens, (Ala.) 11 cases have been reported.

The brig American sailed from Norfolk for Liberia on the 25th ult. having on board 127 free people of color—103 of them liberated slaves, whose former owners have furnished them with an ample stock of clothing, groceries, agricultural and household utensils, and tools of every kind necessary to assist them on their arrival in Africa to furnish their settlements. 16 of those, who are very valuable, were emancipated by Mrs. Page, of Jefferson county, Virginia, the sister of Bishop Mead.

Extract of a letter, dated Macon, Geo. July 30.—The Bank of Macon has this morning closed its doors. It is smashed to pieces. Do not touch its notes on any terms.—[Jour. of Com.]

On Saturday last a match race for \$1000 a side, distance 1000 yards, was run over the Central Course, near Baltimore. The purse was taken by the Kentucky Grey horse, beating Arietta by about six inches.

Previous to the match race a sweepstakes was run for and won by a horse owned by the proprietor of the Grey which won the match race.—[Balt. paper.]

LOUISVILLE, (Ky.) July 24.—The murder and robbery of Mr. Robert Coleman, of Mercer Co., was published a short time since. Two of his own slaves he been charged with the crime, arrested, and committed for trial. They confessed the fact, and \$1220 of the money, his pistols, gloves, hat and watch, were recovered from them. Their statement implicated a white man as an accomplice, but it is thought there will be no proof to sustain the accusation against him.



## NEW-YORK AMERICAN.

AUGUST 4, 5, 7, 8, 9, 10—1832.

## LITERARY NOTICES.

After a dearth of two weeks, we have, from the press of the Messrs. Harper—and in continuation of their edition of the Family Library, of which it forms Vol. XXXVII,—a volume that would compensate for even longer abstinence. It is—

**INQUIRIES CONCERNING THE INTELLECTUAL POWERS AND THE INVESTIGATION OF TRUTH, BY JOHN ABERCROMBIE, M. D. F. R. S.**—It has been too often the reproach of metaphysics, and still oftener the reproach of physicians, that, in indulging daring speculations upon the nature, origin, and operations, of mind, there was little reference had to those Truths, which, founded upon revelation, and therefore impregnable, were yet disregarded, and sometimes denied. To no such objections are the admirable reasonings and intelligent observations of Dr. Abercrombie obnoxious. A practical physician, learned in all the learning of the schools—and an attentive reader of men, under circumstances where even the most artificial of the race, in the debility and sufferings of a sick chamber, cease to dissemble,—he has exhibited in this volume the result of his knowledge and observations; and has taught us both how to study, and how to discipline and improve the intellectual powers. His book may, we hope, become a familiar one, in the hands of the young especially, and alike in the hands of both sexes. It is not abstruse—not wildly theoretically—not dry, nor repulsive; on the contrary, in its illustrations of perception—of dreaming—of insanity—of spectral illusion—and other topics treated,—it is highly attractive, as well as instructive. We would gladly have made room for some of these incidental statements, but are prevented from doing so by our desire to devote all the room we can spare to this volume, to a large extract from what may in some sense be called the moral of the work, in the summary presented at its close of those qualities which constitute a well regulated mind. It follows here:

In concluding this outline of facts regarding the intellectual powers and the investigation of truth, we may take a slight review of what those qualities are which constitute a well-regulated mind, and which ought to be aimed at by those who desire either their own mental culture, or that of others who are under their care. The more important considerations may be briefly recapitulated in the following manner:—

I. The cultivation of a habit of steady and continuous attention; or of properly directing the mind to any subject which is before it, so as fully to contemplate its elements and relations. This is necessary for the due exercise of every other mental process, and is the foundation of all improvement of character, both intellectual and moral. We shall afterward have occasion to remark, how often sophistical opinions and various distortions of character may be traced to errors in this first act of the mind, or to a misdirection and want of due regulation of the attention. There is, indeed, every reason to believe that the diversities in the power of judging, in different individuals, are much less than we are apt to imagine; and that the remarkable differences observed in the act of judging are rather to be ascribed to the manner in which the mind is previously directed to the facts on which the judgment is afterward to be exercised. It is related of Sir Isaac Newton that when he was questioned respecting the mental qualities which formed the peculiarity of his character, he referred entirely to the power which he had acquired of continuous attention.

II. Nearly connected with the former, and of equal importance, is a careful regulation and control of the succession of our thoughts. This remarkable faculty is very much under the influence of cultivation, and on the power so acquired depends the important habit of regular and connected thinking. It is primarily a voluntary act; and in the exercise of it in different individuals there are the most remarkable differences. In some, the thoughts are allowed to wander at large without any regulation, or are devoted only to frivolous and transient objects;

while others habitually exercise over them a stern control, directing them to subjects of real importance; and prosecuting these in a regular and connected manner. This important habit gains strength by exercise, and nothing, certainly, has a greater influence in giving tone and consistency to the whole character. It may not, indeed, be going too far to assert that our condition, in the scale both of moral and intellectual beings, is in a great measure determined by the control which we have acquired over the succession of our thoughts, and by the subjects on which they are habitually exercised.

The regulation of the thoughts is, therefore, a high concern; in the man who devotes his attention to it as a study of supreme importance, the first great source of astonishment will be the manner in which his thoughts have been occupied in many an hour and many a day that has passed over him. The leading objects to which the thoughts may be directed are referable to three classes. (1.) The ordinary engagements of life, or matter of business, with which every man is occupied in one degree or another; including concerns of domestic arrangement, personal comfort, and necessary recreation. Each of these deserves a certain degree of attention, but this requires to be strictly guided by its real and relative importance; and it is entirely unworthy of a sound and regulated mind to have the attention solely or chiefly occupied with matters of personal comfort, or of trivial importance, calculated merely to afford amusement for the passing hour. (2.) Visions of the imagination built up by the mind itself, when it has nothing better to occupy it. The mind cannot be idle, and when it is not occupied by subjects of a useful kind, it will find a resource in those which are frivolous or hurtful,—in mere visions, waking dreams, or fictions, in which the mind wanders from scene to scene, unrestrained by reason, probability, or truth. No habit can be more opposed to a healthy condition of the mental powers; and none ought to be more carefully guarded against, by every one who would cultivate the high acquirement of a well regulated mind. (3.) Entirely opposed to the latter of these modes, and distinct also in a great measure from the former, is the habit of following out a connected chain of thoughts on subjects of importance and of truth, whenever the mind is disengaged from the proper and necessary attention to the ordinary transactions of life. The particular subjects to which the thoughts are directed in cultivating this habit will vary in different individuals; but the consideration of the relative value of them does not belong to our present subject. The purpose of these observations is simply to impress the value of that regulation of the thoughts, by which they can always find an occupation of interest and importance distinct from the ordinary transactions of life, or the mere pursuit of frivolous engagements; and also totally distinct from that destructive habit by which the mind is allowed to run to waste amid visions and fictions unworthy of a waking man.

III. The cultivation of an active inquiring state of mind, which seeks for information from every source that comes within its reach, whether in reading, conversation, or personal observation. With this state of mental activity ought to be closely connected attention to the authenticity of facts so received; avoiding the two extremes of credulity and skepticism.

IV. The habit of correct association; that is, connecting facts in the mind according to their true relations, and to the manner in which they tend to illustrate each other. This, as we have formerly seen, is one of the principal means of improving the memory; particularly of the kind of memory which is an essential quality of a cultivated mind—namely, that which is founded not upon incidental connexions, but on true and important relations. Nearly allied to this is the habit of reflection, or of tracing carefully the relations of facts, and the conclusions and principles which arise out of them. It is in this manner, as was formerly mentioned, that the philosophical mind often traces remarkable relations, and deduces important conclusions; while to the common understanding, the facts appear to be very remote or entirely unconnected.

V. A careful selection of the subjects to which the mind ought to be directed. These are, in some respects, different in different persons, according to their situations in life; but there are certain objects of attention which are peculiarly adapted to each individual, and there are some which are equally interesting to all. In regard to the latter, an appropriate degree of attention is the part of every wise man; in regard to the former, a proper selection is the foundation of excellence. One individual may

waste his powers in that desultory application of them which leads to an imperfect acquaintance with a variety of subjects; while another allows his life to steal over him in listless inactivity, or application to trifling pursuits. It is equally melancholy to see high powers devoted to unworthy objects; such as the contests of party, on matters involving no important principle, or the subtleties of sophistical controversy. For rising to eminence in any intellectual pursuit, there is not a rule of more essential importance than that of doing one thing at a time; avoiding distracting and desultory occupations; and keeping a leading object habitually before the mind, as one in which it can at all times find an interesting resource when necessary avocations allow the thoughts to recur to it. A subject which is cultivated in this manner, not by regular periods of study merely, but as an habitual object of thought, rises up and expands before the mind in a manner which is altogether astonishing. If, along with this habit, there be cultivated the practice of constantly writing, such views as arise, we perhaps describe that state of mental discipline by which talents of a very moderate order may be applied in a conspicuous and useful manner to any subject to which they are devoted. Such writing need not be made at first with any great attention to method, but merely put aside for future consideration; and in this manner the different departments of a subject will develop and arrange themselves as they advance, in a manner equally pleasing and wonderful.

VI. A due regulation and proper control of the imagination; that is, restricting its range to objects which harmonize with truth, and are adapted to the real state of things with which the individual is or may be connected. We have seen how much the character is influenced by this exercise of the mind; that it may be turned to purposes of the greatest moment, both in the pursuits of science and in the cultivation of benevolence and virtue; but that, on the other hand, it may be so employed as to debase both the moral and intellectual character.

VII. The cultivation of calm and correct judgment—applicable alike to the formation of opinions, and the regulation of conduct. This is founded, as we have seen, upon the habit of directing the attention distinctly and steadily to all the facts and considerations bearing upon a subject; and it consists in contemplating them in their true relations, and assigning to each the degree of importance of which it is worthy. This mental habit tends to guard us against forming conclusions, either with listless inattention to the views by which we ought to be influenced,—or with attention directed to some of these, while we neglect others of equal or greater importance. It is, therefore, opposed to the influence of prejudice and passion,—to the formation of sophistical opinions,—to party spirit,—and to every propensity which leads to the adoption of principles on any other ground than calm and candid examination, guided by sincere desire to discover the truth. In the purely physical sciences, distorted opinions are seldom met with, or make little impression, because they are brought to the test of experiment, and thus their fallacy is exposed. But it is otherwise in those departments which do not admit of this remedy. Sophisms and partial inductions are, accordingly, met with in medicine, political economy, and metaphysics; and too often in the still higher subjects of morals and religion. In the economy of the human mind, it is indeed impossible to observe a more remarkable phenomenon than the manner in which a man who, in the ordinary affairs of life shows the general characters of a sound understanding, can thus resign himself to the influence of an opinion founded upon partial examination. He brings ingeniously to the support of his dogma every fact and argument that can possibly be turned to its defence; and explains away or overlooks every thing that tends to a different conclusion; while he appears anxious to convince others, and really seems to have persuaded himself, that he is engaged in an honest investigation of truth. This propensity gains strength by indulgence, and the mind which has yielded to its influence, advances from one pretended discovery to another,—mistaking its own fancies for the sound conclusions of the understanding, until it either settles down into some monstrous sophism, or perhaps concludes by doubting of everything.

VIII. For a well-regulated understanding, and particularly for the application of it to inquiries of the highest import, there is indispensably necessary a sound condition of the moral feelings. This important subject belongs properly to another department of mental science; but we have seen its extensive influence on the due exercise of the intel-



lectual powers;—and it is impossible to lose sight of the place which it holds in the general harmony of the mental functions required for constituting that condition, of greater value than any earthly good, which is strictly to be called a well-regulated mind. This high attainment consists not in any cultivation, however great, of the intellectual powers; but requires also a corresponding and harmonious culture of the benevolent affections and moral feelings; a due regulation of the passions, emotions, and desires; and a full recognition of the supreme authority of conscience over the whole intellectual and moral system. Cold and contracted, indeed is that view of man which regards his understanding alone; and barren is that system, however wide its range, which rests in the mere attainment of truth. The highest state of man consists in his purity as a moral being; and in the habitual culture and full operation of those principles by which he looks forth to other scenes and other times. Among these are desires and longings which nought in earthly science can satisfy; which soar beyond the sphere of sensible things, and find no object worthy of their capacities, until, in humble adoration, they rest in the contemplation of God. Truths then burst upon the mind which seem to rise before it in a progressive series, each presenting characters of new and mightier import. The most aspiring understanding awed by the view, feels the inadequacy of its utmost powers; yet the mind of the humble inquirer gains strength as it advances. There is now felt, in a particular manner, the influence of that healthy condition of the moral feelings which leads a man not to be afraid of the truth. For, on this subject, we are never to lose sight of the remarkable principle of our nature formerly referred to, by which a man comes to reason himself into the belief of what he wishes to be true; and shuts his mind against, or even arrives at an actual disbelief of, truths which he fears to encounter. It is striking, also, to remark how closely the philosophy of human nature harmonizes with the declarations of the sacred writings; where this condition of mind is traced to its true source, in the corruption of the moral feelings, and is likewise shown to involve a high degree of guilt, in that rejection of truth which is its natural consequence: "This is the condemnation, that light is come into the world, and men loved darkness rather than light, because their deeds were evil. For every one that doeth evil hateth the light, lest his deeds should be reproved. But he that doeth truth, cometh to the light, that his deeds may be made manifest, that they are wrought in God."

This condition of mind presents a subject of intense interest to every one who would study his own mental condition, either as an intellectual or a moral being. In each individual instance, it may be traced to a particular course of thought and of conduct, by which the mind went gradually more and more astray from truth and from virtue. In this progress, each single step was felt to be a voluntary act; but the influence of the whole, after a certain period, is to distort the judgment, and deaden the moral feelings on the great questions of truth and rectitude. Of this remarkable phenomenon in the economy of man, the explanation is beyond the reach of our faculties; but the facts are unquestionable, and the practical lesson to be derived from them is of deep and serious import. The first volition by which the mind consciously wanders from truth, or the moral feelings go astray from virtue, may impart a morbid influence which shall perpetuate itself and gain strength in future volitions, until the result shall be to poison the whole intellectual and moral system. Thus, in the wondrous scheme of sequences which has been established in the economy of the human heart, one volition may impart a character to the future man,—the first downward step may be fatal.

THE NEW-ENGLAND MAGAZINE, FOR AUGUST, comes with unbroken vigor to chase away some dull Chollera hours. We make an extract suitable to the times,—in its title, at least, for there are many such now-a-days,—"The Nervous Man," which is spiritedly written:

#### THE NERVOUS MAN.

Messrs. Editors:—The enclosed MSS. are the literary remains of an absent friend of mine, who, a short time since, kneaded himself to death for the Dyspepsia, agreeably to the prescriptions of Dr. Halsted.

My friend made no pretensions to genius. He was a hard student, but the world has been little wiser for it. His literary appetite, like his physical, exceeded his digestion. He always seemed to me like

a volume of miscellany, without an index—or rather like a dictionary, to be looked into on occasions, but without any connexion. The following sketches I have extracted from his Diary,—a very wilderness of unintelligible chirography. I think there is some merit in them; there is, at least, originality.

J. G. W.

#### AT HOME—AN APRIL DAY.

Rain—rain!—no, not precisely rain,—but worse, infinitely worse—an April day of mist and shadow, such as Ossian's ghosts might revel in,—mud and water below, cloud-rack and moisture above!—Faugh!—Coleridge says that the mind gives nature its gloom and its beauty—its light and sombre coloring. No such thing. Nature colors the mind. I feel at this moment her shadows closing around me. I am out of humor with her. It seems to me as if she has assumed her most dreary and uncomfortable aspect for my own especial annoyance. I can have some patience with a thunder-storm. There is something of grandeur about it,—the slow, uprolling clouds—the lightning flashing out of their thick blackness, like the eagle-glimpse of angry spirit—the solemn roll of the far-off thunder—or the simultaneous flash and uproar, as some hill-crag or tree-top trembles with its fiery chastisement. A sweeping Northeaster is a disagreeable visitant; but within doors you can easily reconcile yourself to it; and there is somewhat of amusement in the gusty clashing of the rain—the flooding of the streets—the swaying of the tree-tops—the rending of umbrellas, and the forlorn appearance of the cloak-wrapped pedestrians. But a dull, heavy, clinging mist—a day of cloud and shadow, when Nature seems puzzled whether to rain or shine upon us—is the peculiar season when the azure demons of my temperament hold high carnival. If I ever commit suicide, commend me to such a day.

Is that my face—hirsute, sallow, ghastly!—peering out upon me, like ugliness personified, from that long, old-fashioned mirror? I will have that perpetual *memento mori* turned to the wall. I dislike reflections of any kind. I enter my solemn protest against looking-glasses in modern days, as Pliny and Seneca did of old. One of the Roman Emperors—Domitian, I believe,—lined his galleries and walks with polished selenite, that he might see all that was going on around him. The man was a fool. For my own part, I could abide the daily risk of assassination, with far more composure than the constant vision of my unlucky figure. In the latter case, I should imagine myself haunted by an ogre.

I hate your professed Physiognomist—the man who reads at a glance the character of his neighbor—decyphering with ease the mystic meaning of the human features—these hieroglyphics of the Almighty. I abhor the idea of a man's carrying his autobiography in his visage—the melancholy history of a love adventure in the droop of an eyelid, or the prominence of a cheekbone,—or a tale of disappointment in the wrinkles of his forehead. I condemn *in toto* the systems of Lavater, Goll, and Spurzheim. 'Tis an unmanly method of coming at one's private history. The beautiful and lordly—those who carry an eternal letter of recommendation in their countenances—may, perhaps, demur to my opinions. Let them. Phrenology may have been a blessing to them; it has been the devil and all to me.

As Balak said of old upon Balaam,—so say I unto all, who, like myself have been martyrs to the sciences of bumps, organs and facial angles—Physiognomy and Phrenology—"Come, help me to curse them." Nay smile at my vehemence, fair reader; thou least of all canst appreciate my feelings. As thou bendest over my page, with thine eye shedding a finer light across it than ever brightened the illuminated scroll of a monkish legend—with thy dark tresses ever and anon lightly sweeping its margin, and half shadowing the delicate fingers which enclose it—the veriest mocker at humanity would bless thee, and the austere St. Francis, at the first glimpse of thee, would have forsaken his bride of snow. But I, marked and set apart from my fellows, the personification of ugliness, in whose countenance every modern Lavater discovers all that is vile and disagreeable and odious; shunned by the lovelier and gentler sex, and suspected and laughed at by my own; in the name of all that is sensitive, why should I not murmur at the practice of an art which has undone me, as the illustration of a science which has shut the door of human sympathy upon me? Is it a light thing that I have suffered a daily martyrdom through life; that my very parents loved me not, although my young heart was bursting with love for them; that my brothers mocked me, and

my sisters feared me; that, in my riper years, the one fair being to whom I poured out the riches of a hoarded affection, the whole of that love which had been turned back and repelled by all others—that she, who *did* love me, who saw through its miserable veil of humanity the warm and generous and lofty spirit within me—even *she* should have been torn from me by those who knew me not, save by that most unfortunate criterion of merit, my outward appearance! Is it nothing that I am now a lonely and disappointed man, stricken into the "sore and yellow leaf," before my time, with the frost of misery, if not of years, predominating over the dark locks of my boyhood? Is it nothing that I am now a solitary wanderer in the thoroughfare of being; my sympathies fettered down in my own bosom, my affections unshared, unreciprocated, and wandering like the winged messenger of the Patriarch of the Deluge over the broad waste of an unsocial humanity; and, finding no rest, no place of refuge, no beautiful island in the eternal solitude, no green-branched forest looking above the desolation, where the weary wing may be folded, and the fainting heart have rest?

Basta!—I have been penning nonsense, sheer inexcusable nonsense; and yet, it has brought moisture to my eye, and a tremor to my heart. Faith! I should like to see a tear of mine. It is a long, a very long time since I saw one. *Manhood in its desolation has no tears.* "Woman-kind," says King James, the old Scotch pedant, "especially bee able to shede teares at everie light occasion, when they will—yea, although it were dissemblingly, like the crocodiles." And Reginald Scott affirmeth, "there bee two kinds of teares in woman's eie; one of true griefe, the other of deceipt." Well, it is a happy faculty, this tear-shedding, after all. It is woman's last and most powerful appeal. There are few hearts capable of resisting it. It excites pity, and pity, by gradations almost insensible, melts into love. I have often admired the truth of a remark in Godwin's *Clouds*. "Beauty in tears is the adversary which has thrown down its weapons, and no longer defies us. It is the weak and tender flower, illustrious in its lowliness, which asks a friendly hand to raise its drooping head."

Rain, rain—drip, drip! fog wrapping the hills like a winding-sheet. And here am I, sitting by my dim and whitening coal-fire, a wretched misanthrope—a combination of the ferocity of Timon and the spleen of Rochefoucault. Solitary, companionless:—

"Alone, alone! All, all alone!"

No beautiful creature of smiles and gentle tones to cheer my failing spirits, and melt away the sternness of care with the warm kiss of her affection. But wherefore these murmurs? Matrimony, after all, is but a doubtful experiment. What saith my Lord Bacon? "He that hath wife and children hath given hostages to fortune; for they are impediments to great enterprises, either of virtue or mischief." Certainly the best works, and of greatest merit to the public, have proceeded from unmarried and childless men." And Count Swedenborg, for whom I have a great veneration, thinks that woman is to man like the lost rib to Adam, not essential to his happiness, but necessary to complete his fortune." In truth, I can readily conceive of a worse situation than my own. I might have married,—I shudder to think of it—a scold, a termagant, a Xantippe, (and now I remember she did have a wonderful faculty of sharpening her fine voice.) Our old law Latin most ungallantly confines the common scold, *communis viratrix*, to the feminine gender; and the Furies were all represented as females. For one, I value a fine and pleasant voice as the most perfect charm of women. I would have it soft, low, and faintly musical, like the straying of the south wind over harp-strings—an articulate breathing, mellowed and rich with the earnestness of soul, soothing and gentle as the whisper of an angel. The ancients represented Venus by the side of Mercury, to signify that the chief pleasures of matrimony were in conversation. I have ever admired these lines of old Ausonius:

"Vane quid affectus faciem mihi pingere pictor?

Si mihi similem pingere, pingere sonum."

And it is thus I would have my "lodge love" delineated, not upon perishing canvass, but on the retina of the soul;

"The voiceless spirit of a lovely sound."

But the common scold—the razor-like voice of petulance and anger, piercing through one like a Toledo scimitar, the curtain-lecture, the domestic brawl, the harsh tones of taunting and menace, the saw-mill modulation of vulgarity—Heaven defend me from them!

With the honest weaver of Auchinloch, "I have muckle reason to be thankful that I am as I am."



Rubius Celer, indeed, commanded the fact to be engraven on his tomb-stone, that he had lived with his wife Caje Ennia forty-three years and eight months without any domestic quarrel. I am half inclined to believe that the immaculate Caje Ennia was dumb.

I know of nothing which has given me more consolation in my bachelorship, than the song of Vidal, in one of Scott's Romances:

"Woman's faith, and woman's trust—  
Write the characters in dust,—  
Print them on the running stream,  
Stamp them on the cold moon-beam,  
And each evanescent letter  
Shall be fairer, firmer, better,  
And more durable, I ween,  
Than the thing those letters mean."

It is unquestionably a propensity of the human heart, to seek to depreciate that which it has in vain sought after; and it may be owing to this that I take such malicious satisfaction in contemplating the character of our mother Eve. She loved Adam awhile in Paradise, it is true; but the very "first devil she saw, she changed her love."

**GRAMMAIRE ITALIENNE—NOVELLIERI ITALIANI.**—These are the titles of two books just published by Gray & Bowen, of Boston, for Professor Longfellow, who is the Professor of Modern Languages and Literature in Bowdoin College. The former aims chiefly to benefit those "who, having already some knowledge of the French, desire to learn to read the language of modern Italy, in order to obtain an acquaintance with its literature." It is therefore a syllabus of the Italian Grammar, written and explained in French,—and in excellent, pure, and idiomatic French, too. The latter is a collection of extracts from the best Italian novelists and writers, of various times,—with a brief notice prefixed to each, of its author. A pleasant address to the reader prefixed to the collection, written in Italian, shows, as well as the biographical notices,—also, we presume, prepared by Prof. Longfellow,—intimate acquaintance with and familiar use of the language.

It is not a common occurrence,—tho', in a Professor of modern languages, certainly it should not be deemed extraordinary,—to see an American writing thus well two modern languages.

The books themselves are very neatly printed.

Thomas Moore is henceforth to be associated with Thomas Campbell, in editing the Metropolitan Magazine—this will give the excellent miscellany an added interest.—[Merc. Adv.]

#### HOME AFFAIRS.

Henry L. Ellsworth, of Hartford, has been appointed one of the Commissioners for locating the emigrant Indians, an appointment declined by Roberts Vaux, Esq. of Philadelphia.

**NAVAL.**—The U. S. schr. Experiment, Lieut. Com. Mervine, bound to New York, dropped down to Hampton Roads, from Norfolk, on Saturday last.

The U. S. schr. Shark, Lieut. Com. Boerum, sailed from Havana on the 22d of July, on a cruise.

The U. S. ship John Adams sailed from Gibraltar on the 3d of July, for Tangier, with Mr. Carr, the American Consul on board; the officers and crew were in excellent health. The U. S. ship Constellation sailed from Gibraltar on the 25th June, for Mahon.

List of Officers on board the United States' ship John Adams, at Gibraltar, on the 1st of July:

Commander—Philip F. Voorhees, Esq.  
Lieutenants—Ebenezer Ridgway, 1st; J. R. Gerry, 2d; E. M. Vail, 3d; J. W. Swift, 4th.  
Sailingmaster—W. E. Hunt.  
Purser—E. T. Dunn.  
Surgeon—G. R. B. Horner.  
Assistant Surgeon—E. Borland.  
Midshipmen—William E. Spencer, Franklin Anderson, John Weems, G. W. Randolph, Percival Drayton, J. O. Wilson, E. T. Shubrick, R. L. Tilghman.

Boatswain—William Waters.  
Gunner—David Taggart.  
Carpenter—Francis Sugge.  
Sailmaker—Madison Wheldon.  
Purser's Steward—Jacob Swartz.

[From the Detroit Journal of August 1.]

**INTELLIGENCE FROM THE FRONTIER.**—By an express which arrived here last Sunday, we have dates from Chicago as late as the 24th ult. The William Penn had reached that place with four companies of troops, and we are happy to learn no case of sickness occurred while on the voyage.—Two or three cases of Cholera occurred, however, soon after the troops had landed, and about the same number had occurred among those under the command of Major Whistler. A few of the citizens had been attacked with the common disease, but it was not apprehended that it would spread much. The general health of the troops was much improved. The schrs. Huron, Commerce, and Maringo, freighted with public stores, had arrived; and the Napoleon was near at hand.

Intelligence from General Atkinson had been received at Chicago by express, up to July 22. The swamp occupied by the main body of Indians had been penetrated, and Black Hawk and his warriors, with women and children, had fled, as was supposed, towards the Mississippi, with intent to cross. They were pursued by Generals Dodge and Henry, with 900 mounted men.

When the express left Chicago, Gen. Scott was about to join the pursuing army in person, leaving the troops to follow when fit for field service. Gov. Miller of Missouri had called out 1,200 militia.

In consequence of the above intelligence the requisition for militia from this Territory, has been countermanded.

**DEFEAT OF BLACK HAWK.**—By the schooner President, which arrived here yesterday, letters have been received from Fort Howard, which announce the gratifying intelligence of the defeat of Black Hawk and his warriors. The details of the engagement are contained in the following letter, which has been politely furnished us.

FORT HOWARD, July 25th, 1832.

Dear Sir—Last evening we received the intelligence of a battle having been fought between Gen. Dodge and his division, and the Sacs and Foxes, in which the former were victorious. The particulars, as stated in Captain Plympton's letter to Captain Clark, are these. Parquett, with a few Winnebagoes, left the Portage a few days since, to proceed to General Dodge's army, and guide them to the Sac camp. On Saturday morning last, 21st inst., Gen. Dodge sent his adjutant to report to Gen. Atkinson of his movements. He had not proceeded far, before he came up with the Sacs' and Foxes' trail, directing their course to the Wisconsin river. He immediately returned and reported the circumstance to Colonel Dodge, who pursued and overtook them about sundown of the same day, (Saturday,) on the left bank of the Oniscousin, and about 40 miles from Fort Winnebago, when the fight ensued—the Indians at the same time retreating. The night being very dark, they found it impossible to pursue them. They had found, when Parquett left them, which was early the next morning, sixteen Indians killed, and but one white man killed, and four wounded. Parquett thinks not less than 40 Indians fell in the engagement.

Gen. Dodge was to start early that morning (Sunday) in pursuit, and had no doubt of overtaking them in the course of the day. Their object is to cross the Oniscousin, at what is called the Ford, and go down on the right bank to the Mississippi. The force of "Gen. Black Hawk" was reported to amount to about three hundred; and Parquett is of opinion that it was nearly all of Black Hawk's army. The force under Gen. Dodge being about nine hundred men, with but six days' provisions, he has sent to Gen. Atkinson to request that all the mounted men under his command might join him, which will probably put an end to the war in a short time.

The Sacs and Foxes are in a starving condition, many of them being found dead on their trail, and at their camp, perfectly emaciated.

Gen. Atkinson is reported to be some where on Rock River, and engaged in building a fort. Capt. P. says it is probable company A will be ordered home in a short time."

**The Springs.**—The two watering places in this county continue perfectly free of disorder, and we had almost said of subjects. Though there are several arrivals daily, at no former period have we ever seen so small a number of visitants in this village during any part of what has been termed the fashionable season.

Among the strangers now here is our distinguished countryman, Washington Irving.—[Saratoga Sentinel.]

#### THE CHOLERA.

**Friday, August 3.**—The new cases to-day are, in the city at large, 48, and 14 deaths; in the Hospitals, 36 cases, 8 deaths; at Bellevue, 1 case, 1 death; at Yorkville, 2 cases, no deaths; at Harlem, 3 cases, 1 death.

**Saturday, Aug. 4.**—The new cases to-day are, in the city at large, 48, and 17 deaths; in the Hospitals, 39 cases, 11 deaths; at Bellevue, 3 cases, 2 deaths; at Yorkville, 2 cases, 0 death.

**NYACK, Aug. 1.**—The cholera has made its appearance here. The first case was a Mrs. Lydecher, who left the city on Thursday—was taken ill after her arrival and died the same night. Since then the whole number is ten, viz: Mrs. Lydecher, dead; Mr. L., her father-in-law, dead; the family of Mr. Grahams—Mr. and Mrs. Graham and Miss Graham, all dead; J. Graham, and Master P. Graham, whose cases are doubtful, and three others, who have recovered.

**ALBANY, Aug. 1, 4 P. M.**—New cases of epidemic cholera 32; deaths 8.

**Aug. 2.**—New cases 19; deaths 7.

**TROY, Aug. 2, 2 P. M.**—The Board of Health report an increased number of severe cases of cholera within the last three days.

**ROCHESTER, July 28, 4 P. M.**—New cases 6; deaths 3.

**July 29, 6 P. M.**—New cases 11; deaths 5.

**LOCKPORT, July 26.**—One new case.

**July 28.**—One new case.

**BUFFALO, July 26.**—New cases 6; deaths 1.

**July 27.**—New cases 15; deaths 4.

**PROVIDENCE, Aug. 1.**—The Board of Health announce 4 cases of Cholera in that city in the last 24 hours—all dead.

**PHILADELPHIA, Aug. 2, noon.**—New cases 40; deaths 15.

**Aug. 3.**—New cases 35; deaths 14.

**MONTREAL, July 28.**—New cases from 26th to 27th July, at 8 P. M. 24; death 18.

At Jeachim, 30 miles from Quebec, on the north side of the St. Lawrence, there had been 27 cases of cholera, and 5 deaths.

**Sunday, Aug. 5.**—The new cases to-day are, in the city at large, 57, and 21, deaths; in the Hospitals, 38 cases, 8 deaths; at Bellevue, 0 case, 0 deaths; and at Yorkville, 1 case, 0 death.

**Monday, Aug. 6.**—In the city at large, new cases 60, deaths 21; City Hospitals, cases 38, deaths 15; at Bellevue, cases 0, deaths 0; at Harlem, 3 cases, 1 deaths.

We hear of six deaths from Cholera at Sauger-ties, Ulster county.

**BROOKLYN, Aug. 4.**—New cases 12; deaths 2.

**Aug. 5.**—New cases 12; deaths 6.

At SING-SING STATE PRISON, on Friday, 3d inst., there were 17 new cases.

**POUGHKEEPSIE.**—On the 3d, 18 cases and 2 deaths occurred in the Poor-house. On the 4th, 96 new cases and 15 deaths. On the 5th, 16 new cases and 13 deaths. No cases had occurred in the village.

**ALBANY, Aug. 3.**—New cases 26; deaths 8.

**Aug. 4.**—New cases 19; deaths 6.

**SANDY HILL, Aug. 2.**—There have been 4 cases at Whitehall, all fatal. No new cases on Tuesday. At Fort Miller there have been 2 cases, emigrants, both dead. Sandy Hill continued healthy.

**ROCHESTER, July 30, 4 P. M.**—New cases 13; deaths 4.

**July 31, 4 P. M.**—New cases 22; deaths 3.

**SYRACUSE, July 31.**—The Board of Health report but 2 cases of malignant cholera since the 24th, one dead, and one convalescent.

**OGDENSBURG, July 31.**—All the sick on the 26th have recovered. No new cases until last evening, when 2 occurred which were severe, one of which was fatal.

**BUFFALO, July 28.**—New cases 8; deaths 2.

**July 29th.**—New cases 15; deaths 1.

**July 30th.**—New cases 13; deaths 3.

**July 31st.**—New cases 8; deaths 1.

**August 1st.**—New cases 4; deaths 2.

At the INDIAN RESERVATION, several deaths have occurred.



At HAMBURG there were 4 deaths.

MONTREAL.—July 28, new cases 31; deaths 23.

July 29.—New cases 18; deaths 10.

July 30.—New cases 28; deaths 12.

July 31.—New cases 38; deaths 14.

Aug. 1.—New cases 28; deaths 27.

PRINCETON, (N. J.) Aug. 1.—A letter of this date says:—"There are 4 decided cases of Cholera existing in the heart of this town. A large portion of the students in college have left, and others are on the eve of going, in consequence of the alarm which exists here."

"P. S.—Since writing the above, 2 of the cases have died."

TRENTON, (N. J.) Aug. 1.—New cases 4; deaths 1.

Aug. 2.—New cases 2; deaths 1.

Chief Justice Ewing is among the victims of the disease.

PHILADELPHIA, Aug. 4, noon.—New cases 45; deaths 13.

Aug. 5, noon.—New cases 65; deaths 26.

A slip of yesterday from the office of a Philadelphia paper adds, from the Arch-street Prison, 60 cases and 15 deaths.

[From the Norfolk Herald of 3d August.]

NORFOLK, Aug. 1.—The Board of Health reports, that of the cases of Cholera reported up to 12 o'clock on Monday, 30th ult. 4 have died, and that for the 48 hours up to 12 o'clock this day, 8 new cases have occurred, of which 5 have died. Of the last named cases there were one white man and 7 persons of color.

PORTSMOUTH.—Within the 48 hours from 5 P. M. on Tuesday, 31st, to 5 P. M. on Thursday, there were 9 deaths by cholera. Of the cases remaining, there were 5 considered dangerous, and many convalescent.

Tuesday, Aug. 7.—New cases in the city at large 57, deaths 19; at the City Hospitals, 31 cases, 12 deaths; at Bellevue, 0 case, 0 deaths; at Yorkville, 1 case, 1 death.

BROOKLYN, Aug. 6.—New cases 10; deaths 5.—There were 3 deaths at Flatbush in addition to the above.

Aug. 7.—New cases 12; deaths 4.

SING-SING PRISON, Aug. 4.—New cases 10; deaths 7. The Cholera has made its appearance at the County Poor-house, about half a mile east of the village. Total cases in the Poor-house up to 11 o'clock, on Saturday forenoon, 42; deaths to 2 o'clock, P. M., 20.

Sunday—13 new cases, 5 deaths.

Monday—20 new cases, 5 deaths; remaining 83. General sick list, 223; ordinary deaths 6. Total by Cholera since the 14th July, 73.

Whole number of convicts, 939.

ALBANY, Aug. 5, 5 P. M.—New cases of epidemic Cholera 19; deaths 2.

ROCHESTER, Aug. 1, 5 P. M.—The Board report for the last 24 hours, 12 new cases, and 2 deaths.

NEWARK, Aug. 4.—New cases 3; deaths 1.—Total cases from commencement 34; deaths 20.

NEW-BRUNSWICK, July 31.—There were 15 cases of Cholera in the whole, since its first appearance in that place; and, it is said, 9 deaths.

TRENTON, Aug. 3.—New cases 5; 1 death, and 4 in a fair way of recovery. The general health of the town was good.

PHILADELPHIA, Aug. 6.—New cases 176, deaths 71.

Wednesday, Aug. 8.—The new cases to-day, are in the city at large, 50, deaths 12; at the City Hospitals 30, cases, 9 deaths.

KINGSBRIDGE (at the northern extremity of Manhattan Island).—A man died of Cholera on Wednesday last. A colored woman was attacked on Monday morning, and when last heard from, was not expected to recover.

MONTGOMERY, (Orange County).—2 cases, 1 dead—both colored females from New-York.

POUGHKEEPSIE, August 3.—In the County Poor House, new cases 18; deaths 2.

Aug. 4.—New cases 26; deaths 15.

Aug. 5.—New cases 16; deaths 13.

Aug. 6.—New cases 18; deaths 8.

Aug. 7.—New cases 7; deaths 12.

In the village, Aug. 6, new cases 9; deaths 2.

Aug. 7.—New cases 6; deaths 3.

BUFFALO, Aug. 1.—New cases 4; deaths 2.

ALBANY, Aug. 6, 4 P. M.—New cases of epidemic cholera 26; deaths 14.

GREENBUSH, Aug. 6, 8 A. M.—Four cases of Cholera within the last three days—no deaths.

TROY, Aug. 6, 2 P. M.—Within the last four days, 20 deaths have occurred in this city, 12 of which were from cholera.

ROCHESTER, Aug. 4.—New cases on the 2d, 6; deaths 2. On the 3d, new cases 1; deaths 0. The disease appears to have nearly subsided here.

PLATTSBURGH, Aug. 3.—Since 28th July, 2 cases.

PALMYRA, July 26.—One case.

OWEGO, Aug. 3.—A Mr. Reynolds, from Canada, sickened at daylight, of cholera, and died at 4, P. M.

ONEIDA INDIANS.—Vernon, Aug. 12.—Two cases, pronounced Cholera, terminated fatally in one day.

SACKETT'S HARBOR, Aug. 2.—Nine vessels, belonging to citizens of this place and vicinity, are now lying in Chippeway Creek, for want of water to pass through the Welland Canal. The cholera has appeared on board of some of these vessels. Two cases have occurred at Oswego.

MARSHAL (Calhoun Co. Mich.).—8 cases, 6 deaths—among the latter Dr. Thompson and Mrs. Pearce.

NEWPORT.—The Eastern mail brings accounts of two more deaths by cholera, a child and its mother in low circumstances, citizens of that place.

BERGEN, N. J.—There have been several cases at the Bergentown poor house, north of Snake Hill, near Bergen; on Saturday 3 deaths; Sunday 2 cases.

NEWARK, Aug. 6.—New cases from 4th to 6th, 5; no deaths.

ELIZABETHTOWN, Aug. 6.—One case, fatal—Robt. Young.

RAHWAY, (N. J.) Aug. 7.—One case has occurred here, and one in Woodbridge—both recovering.

NEW BRUNSWICK, (N. J.) Aug. 7, 10 A. M.—Reported since July 31, at 12 M., 49 cases, 13 deaths.

PHILADELPHIA, Aug. 7.—New cases 136, deaths 73.

SANDUSKY, Ohio.—5 cases, 6 deaths—One of the latter was Capt. S. Wadsworth, of schr. Ligure.

NORFOLK, Aug. 4.—In the last 48 hours, 14 new cases and 9 deaths, two of the deaths being from cases before reported.

PORTSMOUTH, Va.—New cases from 5 P. M. on the 2d, to 5 P. M. on the 3d, 15; deaths 5, including four cases before reported.

NORFOLK.—Deaths by Cholera, from Friday at 12 o'clock to Sunday 12 o'clock, 14—of which there was only one white man, named Barnes, intemperate. Of this number eight died this morning.

In Portsmouth, for the same period, the deaths were fifteen.

U. S. SHIP FAIRFIELD.—We regret to learn, says the Norfolk Beacon of the 4th inst., that about 15 cases of the cholera, three of them very violent, have appeared on board the U. S. ship Fairfield, now at the Navy Yard, at Gosport.

YORK, U. C.—New cases from 20th to 25th July, 21; deaths 9. Total—cases from commencement, 154; deaths 75.

ST. THOMAS.—Up to the 26th July, there had been in this place 28 cases and 21 deaths.

Thursday, Aug. 9.—The new cases in the city at large, to-day, are 47, and 18 deaths; at the City Hospitals, 26 cases, 10 deaths.

Among the deaths to-day by the prevailing disorder, is that of Isaac Wright, who, with Francis Thompson, also recently deceased, was the founder of the first line of Liverpool packets. Mr. Wright was in his 72d year.

BROOKLYN, Aug. 8.—New cases 6, deaths 6.

SING-SING PRISON, Tuesday, Aug. 7.—New cases 5; deaths 3; cured 15; remaining 79. Wednesday, 8th.—New cases 8; deaths 5; remaining 81.

RHINEBECK, Aug. 7.—The Board of Health reports 4 cases.

ATHENS, Aug. 3.—A case occurred at Athens, opposite Hudson, which terminated fatally. It was a young woman recently from New York.

ALBANY, Aug. 7.—New cases 20, deaths 7.

LANSINGBURGH.—Horatio Gates Spafford died of cholera on the evening of 7th August.

GLEN, Aug. 3.—There have occurred five more deaths of cholera, in the Montgomery county poor-house, in this place.

MAYVILLE, (Chautauque co.) Aug. 2.—4 cases of malignant cholera, and 1 death. In Harmony, 1 case, dead.

MASSACHUSETTS STATE PRISON.—Additional particulars.—A slip from the Bunker Hill Aurora, states that the patients were all on the recovery yesterday. No deaths have occurred. Only 5 mild cases were reported yesterday. The whole number of cases is 121, one hundred of whom now remain in the Hospitals. The whole number of convicts is 218. Not the least symptom of insubordination or dissatisfaction has been manifested.

Gov. Lincoln visited the Warden at the prison yesterday, and expressed himself perfectly satisfied with the measures which had been adopted, and gratified, as all must be, at the success of the medical treatment of the patients.

No report has yet been received from Dr. Webster, in relation to the analysis of the food &c.

FAIRFIELD, (Conn.).—Major Beers, the keeper of the County Jail at Fairfield, died of cholera suddenly on Wednesday, 1st inst. He had the symptoms for some time, and on the morning of his death took brandy and sugar, and three or four cucumbers by way of preventive, and died.

WILTON, (Conn.).—The daughter of James Holmes, of Wilton, reported as sick with cholera, has recovered. On Friday, the 3d, a child in the family, of 12 or 14 years, was attacked, and died in about 8 hours.

NEWARK, Aug. 7.—New cases 3, deaths 2.

ELIZABETHTOWN, Aug. 7.—Since last report, 1 new case, and 3 deaths.

BURLINGTON, (N. J.) Aug. 6.—Two cases occurred here this morning, both hearty, hale young fellows.

PHILADELPHIA, Aug. 8.—New cases 114; deaths 46.

NEWCASTLE, (Del.) Aug. 5.—Two new cases, one a sailor on board a brig, in the river opposite this place; the other at Delaware City, about 6 miles below Newcastle both; buried here.

WILMINGTON, (Del.) Aug. 7.—The cholera has at length reached our city. Two cases occurred this morning, bearing the marks, we are informed, of decidedly malignant cholera. The first was the case of a man residing in an oyster house in Front street; the other an individual who arrived late last evening, from Philadelphia. Both of them were taken to the U. S. Arsenal this morning—that building, which is in an airy and healthful situation, has been fitted up for a cholera hospital. Both of them, we understand, also, were of very intemperate habits.

PAINEVILLE, Ohio, August 2.—A family of Irish emigrants were landed at Bairport last week, from a steamboat, one of whom was dead, having been attacked with the cholera after leaving Erie. The next day the father of the family was attacked, but partially recovered, and lingered till Tuesday morning of this week, when he expired. The family were direct from Quebec and Montreal, and had suffered every exposure. Our place and vicinity remains healthy.

CLEVELAND.—Five cases and four deaths occurred last week from cholera. Four were citizens, two of which were children.

MACKINACK, July 18.—There have been 6 cases of cholera and 5 deaths, including those landed from on board the steamboat Sheldon Thompson, 3 of which were soldiers. No new case had been reported for the last eight days.

YORK, (U. C.).—The cholera continues its ravages in this town. A great number of the physicians refuse to report. The following is from the report of the Board of Health:—July 26, new cases 7, deaths 1. July 27, new cases 2, deaths 1. July 28, new cases 8, deaths 3. July 30, new cases 11, deaths 2. July 31, new cases 1, deaths 3. Aug. 1, new cases 12, deaths 4.—Total new cases in 6 days, 41; deaths in the same period, 14.

THE CHOLERA has so long been a standing head in all the papers, that we would gladly see it changed; but instead of that, the details under it are unhappily swelled more and more every day; and, sooth to say, such is the absorbing nature of the topic, that it is almost the only one, and always the first, at which readers look. Such being the general feeling, and such unhappily the justification of it, in the spreading of the pestilence over the whole land, we of course make no apology for continuing to devote so much space to a record of its devastations.



FOREIGN INTELLIGENCE.

**LATE FROM EUROPE.**—By the packet ship York, Capt. Bursley, which sailed on the 26th June, we have Liverpool papers to that date, and London to the 25th inclusive.

**Re-appearance of the Cholera in London.**—We regret that it is our painful duty to inform our readers that this dreadful disease, although smothered for a time, has broken out again with renewed virulence in the eastern districts of the metropolis. There have been, within the last week, upwards of twenty-one cases in Whitechapel; and in the work-house of that parish, one day last week, there were actually thirteen decided cases of cholera at one time. [Bell's Weekly Messenger.]

The Cholera is making considerable ravages in Liverpool, York, and Chatham, and has broken out with renewed violence in Dublin. It has also made its appearance in Brussels.

At Liverpool there were, June 19th, new cases 43 deaths 5; 20th, new cases 48, deaths 16; 21st, new cases 29, deaths 15; 22d, new cases 20, deaths 5; 23d, new cases 39, deaths 10; 24th and 25th, new cases 111, deaths 28. Total, from commencement on 12th May, new cases 583, deaths 186.

**Attack upon the King.**—We lament that we are under the necessity of noticing an atrocious outrage committed on the person of his Majesty, at Ascot Heath Races, by a ruffian who, instead of expressing any feeling of regret, actually gloried in it. Immediately on the termination of the first race, his Majesty, who was at the window of the Royal Stand, was observed to start; on inquiry it turned out that a stone had been thrown, which had struck his Majesty's hat, fortunately without doing any injury; the stone struck our venerable Sovereign on the forehead, just above the rim of the hat, which was fortunately on his head at the time. The sound was so loud that the moment the stone reached its destination, it was distinctly heard throughout the room. The King was either stunned, or so much astonished at the moment, as to fall back two or three paces, and exclaimed, "My —! I am hit!" At this instant the same ruffian threw another stone, which struck the wood-work of the window, and fell to the ground. Lord Frederick Fitzclarence was close to his Royal Parent, and, taking him by the hand, led him to a chair. The Queen, and Lady Errol, his daughter, and others, were in the room.—The ruffian had scarcely thrown the stones (which was the work of a moment) when he was seized by a gentleman, who afterwards proved to be Captain Smith of the Royal Navy, a resident at Windsor, and by another gentleman named Turner, who had been a witness to the transaction. The Bow street officers who were on the spot rushed to their assistance, and Taunton and Gardiner conducted the now passive prisoner to the Magistrate's room, under the Stand, contiguous to that of the King, where he was detained in proper custody till the subsequent examination. In little more than three minutes after the occurrence, the King rose from his chair and presented himself at the window. The moment it was seen that his Majesty was unhurt, a simultaneous shout of joy burst from all quarters, which was repeated when the Queen and Lord Frederick Fitzclarence also presented themselves at the window. Three distinct cheers were then given with such enthusiasm that the feelings of the populace could not be mistaken; there was a heartiness and sincerity in their expression which left no doubt of the horror and indignation with which they viewed the dastardly attack.

London, June 24.—It will be seen that both Houses of Parliament agreed last night, unanimously, upon an Address to the King, on occasion of the brutal outrage offered to his Majesty's sacred person at Ascot. If the whole nation could speak its feelings through such a channel, the address would contain but one unmixed expression of disgust and horror.

FRANCE.

**Polytechnic School.**—It will be remembered that after the late insurrection, a Royal ordinance was issued, suppressing the Polytechnic school, on account of the part which a body of its pupils had taken in resisting the King's troops and the National Guards during the disturbances. It was at the same time stated in the ordinance, that this measure was taken only with a view to the re-organization of the establishment, and not with the design of its final extinction. The Minister of War has made a report to the King on this subject, and a decree founded on that report has re-established or re-organized

the school, restoring to their former situation, rank, privileges, and studies, 207 of the former pupils. This great majority of the school is said to have observed an exact discipline on the occasion in question, and to have preserved the arms of the establishment against their mutinous companions, who amounted only to 60. These 60 are of course left out of the new arrangement, or, in other words expelled.

[From the London Times, of June 25.]

Express from Paris:

PARIS, June 23.—For the last two days it has been very generally reported, that the long wished for ordinance for raising the siege of Paris is to appear in the *Moniteur* of Monday next. Persons who are known to have frequent access to Ministers have publicly asserted it, and the speculators for the rise at the Bourse have made the utmost of that circumstance, in the hope of counteracting the drooping tendency of the money market. They did not, however, succeed.

The story about the objects of the Berlin treaty is no longer believed, but the military attitude of the three Powers in question, and the recent movements of their armies, are taken as sufficient indications of hostile purposes against this country. It is affirmed that the Austrians have, at present, an army of not less than 400,000 men stationed on this side of their frontiers; that another army of 300,000 Prussians is ready to act on the shortest notice; and that 150,000 Russians, besides the troops garrisoned in Poland, are waiting on the frontiers the signal which is to call them to the banks of the Rhine. On another hand, it is said,—and this allegation is, I believe, well founded,—that the greatest bustle has prevailed for several days past in the War office here, and that it has been determined to call for a new additional levy of 300 battalions of National Guards.

These reports of military preparations are certainly not entirely destitute of foundation, but their object appears to be misunderstood by the generality of the public here. The object of their armaments is, according to all appearance, one of less difficult achievement; they want to put down the liberal spirit which prevails in Germany, and which seriously threatens the subversion of all the despotisms of civilized Europe.

In the West, things really now seem to have taken a favorable turn. The activity and resolution displayed by the National Guards, in most of the disturbed districts, have done much more, in putting down the insurgents, than the effects of the Government measures. With regard to the Duchess of Berri, she is still in the *Bocage*, and when last heard of, had made up her mind to quit France.

The Military Court of Appeal (*Cour de Revision*) has not taken up the case of Geoffroy and Colombat, who have been condemned to death. The appeal has been transferred to the *Cour de Cassation*, where proceedings have already commenced. All eyes are now fixed on that tribunal, as on its decision will depend the legality of the ordinance which has placed Paris in a state of siege.

M. Lodiou, one of the editors of the *Tribune*, who was lately tried before a jury and acquitted, for an alleged libel on the person of the King, has been arrested by the police, and is now in prison.

The number of "adhesions" to the *compte rendu* goes on increasing; it amounts now to 127. This already bespeaks a strong minority, and stormy debates at the ensuing session of the Chambers.

P. S. The proceedings before the court-martial to day have been utterly devoid of interest. The first trial was that of Jean Louis Guastajiat, one of the National Guard, and the offence alleged against him was that of having borne a red flag at the funeral of General Lamarque. The evidence was very inconclusive and unsatisfactory, and after a few minutes' deliberation, the Court acquitted the prisoner.—Another of the National Guard, named Hassenfradty, was then put on his trial, charged with having fired on the troops of the line. The trial is not yet over.

[From Galliani's Messenger of the 23d.]

The *Moniteur* has the following:—"For some time past several of the journals of the capital have again entertained their readers with reports of war, and an armed coalition ready to enter upon a campaign. A few battalions cannot change their cantonments, or be sent from one point to another without it being considered by some minds, and by certain opinions, as a proof of hostile projects on the part of foreign powers. We, on the contrary, assert that the most pacific dispositions continue to prevail in the relations of the different Cabinets, and that the maintenance of the general peace may more than ever be reckoned upon."

[From Galliani's Messenger, June 19.]

At Vannes, on the 15th inst., the Countess du Bot-dere was condemned by the Court of Assizes to two months imprisonment, a fine of 2,000 fr. and costs, for having publicly uttered the cry of "Vive Henri V." and distributed medals bearing his effigy.

M. de Genoude, editor of the *Gazette de France*, surrendered himself yesterday, and was taken to St. Pelagie, to undergo the term of 3 months' imprisonment to which he was condemned for an article calling for the convocation of States General.

The Viscount de Chateaubriand, the Duke de Fitz-James, and Count Hyde de Neuville, underwent another examination yesterday. It is said that the noble Viscount learned on Friday evening, at 9 o'clock, that he was to be arrested the next morning. He went to bed at that hour as usual, and on the following morning the police officers found him in his bed. He made an apology for detaining them whilst he dressed himself. "I knew very well, gentlemen," said he, "that you were to come, and ought to have been ready; but I sleep soundly, and therefore waited till you knocked. I beg you a thousand pardons for making you wait."

Letter from Chateaubriand.

To the Editor of the *Quotidienne*.

"Prefecture of Police, June 19, 1832.

"SIR,—I had first addressed the following letter to my old friend, M. Bertin, senior, but he had it sent back to me, thinking that it might be contrary to some opinions which unfortunately separate us at this moment. I now have recourse to your well known kindness, and request you to publish that letter in your Journal. It explains a situation which a part of the public appear not to have well understood, if I may judge from the articles inserted in diverse journals. I have the honor to be, &c.,

"CHATEAUBRIAND."

To M. Bertin, senior, Editor of the *Journal des Debats*.

"Prefecture of Police, June 18.

"I relied, my dear Bertin, upon your old friendship, and it has not disappointed me in the hour of misfortune. Companions in exile and prison are like schoolfellows, forever attached to each other by the recollection of common enjoyments and lessons. I could wish to call upon you and return my thanks; I could wish also to express my gratitude to the journals that have displayed so much interest towards me, and have remembered the defender of the liberty of the press; but you know that I am a prisoner—a captivity, however, which is alleviated by the politeness of my keepers. I cannot speak in too high terms of the kindness and attentions of the Prefect of the Police and his family, and I am happy herein to express to them my lively gratitude for the same. One thing deeply afflicts me, which is the grief I cause to Madame de Chateaubriand.—Indisposed as she is, having formerly suffered 15 months' imprisonment for me under the reign of terror, it is too hard that my destiny should add to her past sorrows. But my dear friend, it is not my fault. I have been placed by my arrest in one of those fatal positions, which, perhaps, ought to have been well considered beforehand. I refused my oath to the existing political order of things; I sent in my resignation as Minister of State, and renounced my pension as peer. I can, therefore, be neither traitor, nor ungrateful to the government of Louis Philip. Do they wish to consider me as an enemy? Then I am a loyal and disarmed enemy, who being conquered, support the necessity of a fact without asking for grace. Now, I am apprehended and examined upon a pretended political offence or crime, of which I am accused of having been culpable. But if I do not recognize the political order established, how can it be expected that I should recognize, in a political case, the competency of a tribunal emanating from the same political order?—Would not this be a gross contradiction? If I reject the principle, how should I admit the consequence? It would have been preferable to have simply taken my oath in the Chamber of Peers.—On my part there is no contempt of justice; I honor the judges and respect the tribunals. But there is in my mind a persuasion of one truth and one duty, from which I cannot deviate. You see that I do not argue upon illegality, the flagrant illegality of martial law. I go back to an anterior source. The declaration of martial law is a very trifling incident consequent upon the first grand illegality, and this incident is a necessary consequence of the grand illegality.

I stated in my late writings that I recognized the social order existing in France, that I was bound to pay taxes, &c.; whence it is clear, that if I were accused of a social crime, (murder, robbery, an assault upon persons or property, &c.) it would be my duty to answer, and acknowledge the competency of the



tribunals in social cases. But I am accused of a political crime, and on this I have nothing to reply. I admit, however, that in case the Government should suspect me to be culpable in its eyes of a political offence, its own defence would induce it to proceed against me, and to prove, if possible, my guilt. But I, who acknowledge the government as a government *de facto*, have a right, at my risk and peril, to refuse to answer. My accusers would even find in my silence an advantage, as I should voluntarily relinquish the most powerful means of defence. I have founded my refusal on two reasons: 1. The present monarchy does not derive, in my opinion, its right from popular sovereignty, as a national congress was not called together to decide the form of the Government. Whether I am right or wrong; whether these theories may be more or less hazarded and contested, is not the question. I have a conviction, which I maintained, and to which I will make every sacrifice, even including that of my life. Thus, nothing is more logical than my conduct towards the examining magistrate.—I could not have, and I cannot answer his questions; for if I had even told him my name, when he asked me judicially, I should thereby have recognized the competency of a tribunal in political matters, and when once the first question had been answered, I should have been forced to answer all the subsequent questions. I have offered, and am still willing, as an act of courtesy, and in the form of conversation, divested of legal forms, to give all the information that may be required, but beyond this I cannot go. But what are they going to do with me, and the excellent, kind-hearted, courageous, and honorable Hyde de Neuville; that genuine prey of the dungeon and of exile, who, at the close of his life is about to suffer over again the persecutions he sustained in his youth on account of his fidelity? What are they going to do with my noble, loyal, brave, wise, and eloquent late colleague, the Duke de Fitzjames? What will they do with the last of the Stuarts defending the last of the Bourbons? Though they may drag me before their exceptional tribunals for 20 years, they shall not even force me to say that my name is Francois Auguste de Chateaubriand. If they transfer me to Nantes, to confront me (for such is the phrase they use) with M. Berryer, I will, as the interests of a third person are involved, say all I know of him, and he will come out of the inquiry as pure as the unsullied snow. As to my person, I gave it up without a word; and to my present silence they may add, if they please, the silence of eternity. Captain Lanoue was a Breton, as well as myself. I have no other relation with my illustrious fellow-countryman than the esteem with which I have been honored by all parties, and which is the pride of my life. Lanoue had not visited Brittany for many years when Henri IV. sent him to combat against the Duke de Merceur. He was killed at the assault of a castle. He had a presentiment of his fate, and on entering Brittany, said, 'I am like the hare, I shall die on my form.' My form is ready. The small town in which I was born has done me the honor of preparing my tomb, which it has raised at its own expense on a small islet selected by myself. This is the whole secret of my mysterious correspondence with the Cheuans of Brittany. Is it not a most abominable conspiracy!! Adieu, my dear friend, and *Liberté si vous pouvez.* "CHATEAUBRIAND."

The Duke of Fitzjames has also put forth a protest. He assumes that he is subject to all the laws of France, civil and political, though, like his distinguished friend, he may reject some of its privileges; he assumes that no government, whether formally acknowledged or not, can permit plots for its overthrow; he even appeals for protection to the political laws of the revolution, and pleads the charter against the erection of new and extraordinary tribunals by which he is to be tried.

#### HOLLAND AND BELGIUM.

BRUSSELS, JUNE 18.—Seventeen years have elapsed since this city was, on this day, the scene of great bustle in consequence of the victory at Waterloo; to day, peace seems secure for Belgium. Within the last five days, three protocols have reached this city, having for object, as is asserted on good authority, to oblige the King of Holland, under certain penalties, to assent to the treaty of the 15th of November last. Their numbers are 64, 65, and 66. Strict secrecy is observed as to the contents of these documents, which have not, as it is affirmed, been yet communicated to the Minister for Foreign Affairs. Great anxiety is felt to know their contents, but nothing positively is as yet publicly known.

The 64th protocol is, however, said to relate especially to the evacuation of the portion of territory

ceded, according to the treaty, by each of the belligerent Powers to the other; and in it the King of Holland is summoned to state his intention before the 30th of June, as to whether he will, before the 15th of July, evacuate the Belgian territory. If he persists in silence, it is to be considered as a refusal, in which case, the Conference declares that the arrears, from the 1st of February, 1832, of the sum designed to be paid by Belgium to Holland, are to be deducted from the whole amount, and the Powers are to consider themselves warranted in having recourse to force to compel his submission. England and France are stated to be charged in such case with the execution of this part of the treaty, the former at sea, the latter by her army.

The 65th protocol is stated to refer in particular to the evacuation of Antwerp, which is also to be effected within a stipulated time.

The 65th protocol relates to the liberation of M. Thern, which is to be effected immediately. Some persons, who are of opinion that the King of Holland will yield with good grace, suppose that M. Thern will be liberated before Sunday next.

Without knowing the extent of the provisions of these protocols, the Belgians are delighted with their prospects: peace and internal tranquility, an extensive commerce, and prosperity, seem now to await them.

In the mean time the Belgians do not neglect the preparations for war. The report of the sections on the law for forming the corps de reserve of 50,000 men is to be brought up to-morrow, and the discussion is expected to take place on the day afterwards.

#### SWITZERLAND.

Extract of a letter from Geneva, of the 17th inst.: "We have this moment received the important intelligence that the Diet, in its sitting of the 14th, decided, by a majority of 12, that the city of Basle shall be definitively separated from the country. The two parties of the territory of Basle, thus become independent of each other, will form two demarcations under the denomination of Rhodes Exterior, and Rhodes Interior of Basle."

#### POLAND.

LONDON, JUNE 15.—Letters from Poland and accounts in the German papers inform us, that the most frightful persecutions are carried on by the Russians in Warsaw. The most solemn promises of the Russian Government are openly violated towards the highest Poles in that unhappy capital.—Generals Kuorinski and Chervinski, to whom Marshal Paskewitch had pledged the clemency of the Autocrat, have been transported under an escort to Moscow. Generals Isidor, Krasinski, and Drakoniski, are dead of the cruel treatment to which they were subjected. General Wit has been sent to Petersburg, on account of some new difficulties which have arisen in the Government of Warsaw. The Russian authorities have even begun their war upon women. Countess Sabanski has been ordered to quit Warsaw immediately, and to exile herself beyond the Polish territory, on account of some compassionate succors which she had lent to her countrymen. This lady has proceeded to Dresden. All the officers of the Polish army, who, on the faith of an amnesty had returned to Poland, have been degraded to the rank of subalterns, and distributed through Russian regiments.

It is stated in accounts from Dresden, that the Poles who had obtained an asylum in that city had been ordered to leave it immediately, from the interference of the Russian Ambassador. In a short time none but the free and powerful governments of Europe will be permitted even to harbor these unfortunate patriots, who are threatened with Siberia or death on returning to the land of their birth. We need make no comments on these statements.

#### PORTUGAL.

LONDON, JUNE 25, evening.—By his Majesty's ship Columbia, sailed on the 17th June, we are informed that Government has accounts of the sailing of Don Pedro's expedition; therefore, every day we may expect important information from that quarter. The *Lisbon Gazette* does not contain any information on the subject. We learn, however, that despatches were forwarded from Plymouth three days ago, for Don Pedro—on the coast of Portugal.

We have received the following private letter from Lisbon, June 16:—

"We have no news of importance as yet to communicate, but arrests have taken place amongst the troops. It seems that the government is very doubtful of their being true. The approach of Don Pedro is daily looked for, which keeps the capital in great excitement."

The following order is quite amusing:

Official.—Department of Ecclesiastical Affairs and Justice.

"Lisbon, June 11.—Most illustrious and excellent Sir,—having received information that the rebels, who are in the islands of the Azores, really intend shortly to attempt the insane and rash enterprise of attacking Portugal, and though the very great superiority of our forces and of our resources in all respects, and justice and sacredness of the cause which we defend, which is that of religion, the throne, and of the independence of Portugal, as well as the especial favor with which Divine Providence has constantly supported our august, legitimate, and adored sovereign Don Miguel I., however, as an indubitable triumph over the iniquity of our enemies; yet, as it is proper not to neglect any means of perverting and repulsing the revolutionary attempts which the wicked think to promote, his Majesty is pleased to direct that your Excellency, in observance of the orders which you have already received, shall again recommend to the local magistrates subordinate to you to employ, all the means and precaution in their power which may conduce to the attainment of the above object, and your Excellency will enjoin them to take care to refute and to prevent the spreading of false and alarming reports, which the wicked, knowing that falsehood is the arm of the weak, endeavor to circulate; for though such accounts are but little credited, because they have always been found to be false, they yet trouble the minds of some who are more credulous and less on their guard. God preserve your excellency."

"Luz de Paula, Furtado de Castro de Rio de Mendoca."

"To Senor Joaquim Gomez de Silva Belfort." JUNE 13.—The official part of the *Gazette* recites the decree of the 7th February, this year, granting free pardon to all subalterns and privates in the Azores, who have entered the service of the rebels, if they return to their duty within four months, and subjoins a second decree of the 6th June, prolonging the above mentioned term of four months for four months more.

LATER FROM EUROPE.—We take from the *Journal of Commerce Extra*, the following items of news by the ship Ajax, Capt. Hearn, which sailed from Liverpool on the 28th, and brings Liverpool papers of that date, and London of the 27th June.

LONDON, JUNE 27.—An amendment of much value, besides being of good omen, was made on Monday in the Bill of Irish Reform. The amended leasehold qualification runs so as that any tenant for 21 years, having a beneficial interest in the land he occupies, to the amount of £10 or upwards per annum, shall be entitled to vote.

Dissolution of Parliament.—It is now said that parliament will not be prorogued until August—the dissolution to take place in November, and the general election under the new bill in December.

LONDON, JUNE 26th, (evening).—The most important foreign news obtained by the Continental arrivals to-day is from Holland; and by this it would appear that the Dutch are determined to hazard everything, rather than make those concessions which the Allied Powers have unanimously called upon them to make. The principal outcry raised by the Dutch Government is against the giving up of Antwerp. The proposition has thrown King William into a most violent rage, in which most of his official advisers have participated. The Dutch Journals make use of the most violent language on the occasion, and state that a war would be more preferable than abandonment of the city of Antwerp. Some speculations are indulged in the private letters, that the Emperor of Russia will support the Dutch in their opposition to the demand of the Allied Powers.

Active negotiations are said to be carrying on between the Hague and St. Petersburg, from which the result mentioned is looked for. These anticipations are not new, for it will be remembered that they were entertained some months back, when the Dutch and Belgians began to vent their spleen against each other. The very latest private communications received in this country direct from the Russian capital are to the 10th inst., and contain nothing to confirm the hopes of the Dutch as to the Emperor of Russia being likely to act the inconsistent part of first joining with the Allied Powers in the demand upon the King of Holland to give up Antwerp immediately, and afterwards to support the same nation in its opposition to such demand.

It does not appear certain whether Prince Tal-



leyrand will be placed at the head of the French Ministry, although most of the Private letters by the Estafette, dated Sunday, speak of it with confidence. The Prince, there is reason to believe, does not view the present state of affairs in France sufficiently settled to justify the belief that no further change will take place: that he may be in office to-morrow and out again on the following day.—The King was very desirous that an individual of so much experience, and at so critical a period, should take upon him the principal management of the State. Prince Talleyrand had interviews with Louis Philip on Saturday and Sunday, and they lasted for some hours. Should the Prince decline the offer, the public Securities in Paris will experience a decline, and, we should imagine, to a considerable extent.

London, June 27.—It is reported, and we believe not without good authority, that Lord Durham proceeds instant to St. Petersburg, on a special mission. If the purpose of his Lordship's embassy be a direct and strenuous interference on the part of this country in favor of the glorious and deeply outraged Poles, we are sure that no Englishman, no honest man of any nation in the world, and above all, no friend to the safety and peace of Europe, can refrain from offering up the most ardent prayers for the success of an undertaking so wise, and just, and holy.

As Lord Durham's mission is not expected to continue above three or four months, his seat in the Cabinet will not be vacated.

London, June 27.—The answer to inquiries yesterday morning at the Hotel in Jermyn street, was, that Sir W. Scott had passed a tolerably good night, and up to 10 o'clock he was composed, and at intervals appeared collected; notwithstanding he remains in a most exhausted state, not having taken sufficient nourishment for these nine days. Within the last 48 hours a favorable change has certainly taken place.

**Atrocious Outrage.**—A proclamation, dated on Friday week, and signed by Lord Melbourne, states that, on the 28th of April, a gun, loaded with slugs and shot, was fired into a dissenting Chapel, near the village of Llanstydnyd, in the county of Carnarvon, where upwards of 100 persons were assembled in the performance of religious worship, 11 of whom were more or less wounded. A free pardon is offered to any one concerned (except the person or persons who actually discharged the gun) who shall discover the perpetrator of the outrage.

**Cholera.**—The number of new cases in Liverpool on the 26th, was 64; deaths 13. On the 27th, new cases 58; deaths 19. Total cases from the beginning, 705; deaths 218.

#### Private Correspondence.

PARIS, JUNE 24.—Prince Talleyrand arrived here on the evening before last, and yesterday he waited on the King, by whom he was cordially received.—This circumstance, and the return to town of M. Dupin, to whom the King had written that his presence is particularly desirable at the present moment, have given occasion to fresh rumors about intended changes, or at least modifications, in the ministry.—It is hoped at Court, that if Prince Talleyrand accepts the Presidency of the Council, M. Dupin may be induced to take charge of a portefeuille under so ancient a member of the state.

The sketch of a plan of administration has, it is affirmed, been drawn up, for the purpose of being submitted to Prince Talleyrand; but it is understood a carte blanche will be allowed him for any system of policy which his experience may suggest.

The prefecture of the Police has been unusually crowded the whole of last week, in consequence of the requisition that all foreigners staying in Paris should exhibit their passports, and apply for permits of residence.

PARIS, JUNE 25.—We hear from Vienna that Austria is making extensive preparations for war; every day forces are being sent towards Italy; *equipages d'ambulances* having been sent off from Vienna.

It has been said, if France be attacked, it will be first by Prussia, and not by Austria. The latter seldom begins the attack, seeking generally less glory than profit.

Prussia is about to establish a telegraphic communication from the frontiers of France to Berlin.

#### Letter and Protest of the Duke of Fitzjames.

The Prefect of Police received from the Duke of Fitzjames the following letter and protest:

"Sir,—I have the honor of sending you an Act, in which I have carefully exposed my sentiments as to the situation in which the Government has placed me. This Act, which I have settled with the advice of M. G. Hennequin, for whom I sent as soon

as I was arrested, is in my opinion a duty I owe to my fellow-citizens as well as to myself; it will prove in case of need my confidence in the laws to which I am subject, and my faith in that celebrated declaration—*Henceforth the Charter shall be a reality.*"

(Signed) "DUKE OF FITZJAMES."

#### PROTEST.

The Undersigned, considering that the law of the 13th Brumaire, An 5, defines by its 9th Article the various classes of persons who are amenable to Courts Martial; that as to citizens who do not come within any of these categories Courts Martial are but *Tribunaux Exceptionnels*; that the Charter of 1830, in Art. 53, says in imperative terms:—"No one can be withdrawn from his natural judges;" and in order that no doubt might be left as to the real sense of this Article, the Chamber of 1830 added Art. 54, which declares that "In consequence there cannot be created any extraordinary Commissions or Tribunaux under any title or denomination whatever;" that by Art. 70 of the Political Compact which the Government promised to respect, all the laws and ordinances, in so far as they were contrary to the provisions contained in the charter of 1830, have been and are to remain annulled and abrogated, that hence it follows that the laws relating to the declaration of martial law are repealed, so far as they may have the effect of subjecting to the jurisdiction of courts martial those citizens who are not within their ordinary authority; that the intention of the constitutional reform, effected in 1830, was, to disarm the Government of a power which was considered as unnecessary for its preservation, and dangerous to the public liberty; that it was in this spirit that Article 14 of the first charter was modified; that the principle of the freedom of the press was relieved from all restriction; and that it is pronounced, by Article 7 of the reformed charter, that the censorship shall never be re-established; that these guarantees of common law against the introduction of extraordinary tribunals constitute, as has already been judiciously observed, the whole of the victory of 1830; and the Government which now rules France cannot annihilate them, without denying its origin and the very principle of its existence. Considering that, if the military jurisdiction, as appears by the answer given to the counsel of a prisoner, by the President of the Second Court Martial, can only be founded upon the laws of the 30th prairial, an. 3, and the 1st vendémiaire, an. 4; this jurisdiction can only be applied to men taken with arms in their hands. Besides these laws, which were made to meet temporary circumstances, as is proved by their very text, were afterwards repealed by those of the 13th Brumaire, an. 5, and the 5th September, 1808, forming Chapter 6 of the Criminal Code. Considering also that the law declaring that no citizen can be arrested, prosecuted, or condemned, but according to the established forms, and the penalties existing at the time when the act for which he is accused was committed, is an acquired and constitutional right, which cannot be modified by any act of power; and to submit to any such infraction, without protest, would be to violate that maxim which has been received by all civilized nations, and which was formally admitted by art. 2 of the Civil Code: "The law makes provision for the future only, and has no retroactive operation." The Undersigned agrees with the *Moniteur* of the 7th inst., and admits that "no person can have acquired rights which placed him beyond the reach of the law;" but he at the same time professes his conviction that every man is placed under the protection of the Common Law, the reality and truth of which is guaranteed to every Frenchman by the political compact.—Strong in the consciousness of his own innocence, though placed under arrest by a warrant, issued in times when force is submitted to laws of exception at variance with the political compact, the Undersigned considers it to be his duty to protest against every act of power which tends to call him either as an accused person, or as a witness before an incompetent Tribunal, or to place him under the influence of a retroactive law. Done at the Concièrgerie this 19th June, 1832.

(Signed) "DUC DE FITZ-JAMES."

"HENNEQUIN, AVOCAT."

GREECE.—According to accounts by the Turkish mail of 26th ult. the negotiations for enlarging the Greek frontiers continued, and the Porte showed itself willing to accede to the wishes of the London Conference in case its proposals were attended to. The evacuation of Algiers was much talked of at Constantinople; at least the Sultan flatters himself that he shall recover the supremacy over the Barbary States, and that a special convention will be con-

cluded which will determine in what manner Algiers will in future be dependent on the Porte, and what connexion it is to have with the Christian Powers.—[London Courier.]

TURKEY AND EGYPT.—It appears, after all, that, up to the date of the latest accounts, St. Jean d'Acre had not fallen. The Syra (Grecian Archipelago) date of May 9th, certainly cannot be so late as Aleppo of the 4th.

The aspect of European affairs, as presented by the late arrivals, though disturbed, is not warlike. In France, the Vendean insurrections are nearly at an end, though *Madame de Berri* still continued to elude her pursuers. It is indeed stated with some confidence by the *Gazette de France*, that she has escaped to Holland, passing through Paris the very day a description of her and her suite was published by the Police, and going thence to Ostend, where she embarked. If taken, we do not see how her life can be saved, repugnant as it would certainly be to the spirit of the age to execute a woman for political offences. Yet, the tranquillity of a nation and the reign of the laws must be preferred to any individual life—and clemency, it would seem, is lost upon a Bourbon.

We give in page 522, M. de Chateaubriand's sophistical and fanciful letter upon his arrest—setting forth that inasmuch as he had never recognized the legality of Louis Philip's government, he could not be a traitor to it. The whole of M. de Chateaubriand's life has been a sort of romance or drama, and he seems determined to play his part out. The apology to the officer arresting him, for delaying him while he dressed, "having, though he expected the arrest, overslept himself;" the taking his *Gradus* with him; and lastly the lines, dated from the Prefecture of Police, which will be found in page 528—all show that he was playing a part.

The protest of the Duke of Fitzjames, which is among our extracts to day, is of a different tone and calibre; and it cannot be read, we think, without confirming doubt as to the legality of the state of siege in which Paris has been placed. The truth seems to be, that the ordinances which overthrew Charles X. were less irregular and violent than the measures which the military Premier (for Marshal Soult, since the death of Cassimir Perrier, rules the day, though no President of the Council has been appointed) has inflicted upon Paris, and some of the Western and Southern Departments. We believe, however, such is the nature of the materials with which he has to work, that Louis Philippe's power has been confirmed, at least for a time, by this rigorous course.

In England, the great questions discussing seem to be, the measures which the Reformed Parliament will have to pass upon, and consequently, the pledges which should be required of candidates presenting themselves for election. Among the leading topics on which pledges are required, are,—1st, the equalization of church livings, the abolition of pluralities, and the residence of incumbents; 2d, the abolition of sinecures, and the reduction of assessed taxes, and all other taxes; 3d, the promoting general economy in all public expenditures; 4th, the extension of the means of universal education; and lastly, though most generally insisted upon, the abolition of slavery.—This is a subject in which this country has a deep interest: for if, in the British West Indies, a full measure of emancipation is to be granted,—and that such will be the result under a Reformed Parliament we do not entertain a doubt,—the Southern and Southwestern States of this Union cannot with safety long postpone a similar measure.

The state of the church property, and slavery in the West Indies, seem indeed the leading points in all the electoral discussions, and great must be the changes which the weight of public opinion brought



to bear at the next elections throughout Great Britain will inevitably effect as to both. The foreign policy of England seems strait forward. There is no reason to doubt that, in regard to Don Pedro's expedition, if Miguel be left alone to meet and fight his brother, the English will not interfere; but if Spain, or any other power, aids him, the British fleet will join forces with Don Pedro. As regards Poland, it is surmised the mission of Lord Durham to St. Petersburg was to remonstrate against the treatment of that ill-fated country by Russia; and the surmise derives some plausibility from the annexed article from the London Courier:

We understand that a very affecting picture of the state of Poland, under the "element and magnanimous Czar," has been laid before Lord Palmerston by the distinguished Polish Refugees now in this country, and that it is of a nature not only to warrant but command instant inquiry on the part of the British government. It is too late now to insist upon the fulfilment of the promise which the Emperor of Russia gave that the nationality of Poland should be respected—it is even too late on the score of humanity to repair the evils which have taken place; but it is not too late to check the horrible system of oppression and persecution which is at this moment actively at work.

Between France and England there appears entire cordiality. Old Talleyrand had left London, and received on embarking at Dover all the honors—a salute—the band—and a guard of honor, from the garrison. *M. de Mareuil*, who was at Washington, succeeds him in London. The Courier says *M. de Talleyrand* would have the offer of the Presidency of the Council as the successor of *Cassimir Perrier*; but that he would not accept unless all the measures of exception—that is courts-martial, the state of siege, &c.—were abandoned. The latest accounts leave it to be inferred that he had received and declined, on account of age, the offer of the Presidency.

Holland and Belgium look menacingly at each other, and a new flight of protocols had proceeded from the Conference, but there will be no fighting.

Accounts from Vienna, of 9th June, speak of the Duke of Reichstadt's health as irretrievable.

Much uneasiness exists in the States of the Germanic Confederation; and the whole care of Austria and Prussia, and of the subordinate States, seems to be, to repress the boiling up of the spirit of discontent. We see no reason, however, to believe, that any explosion in Europe is likely soon to occur.

A royal naval school, to be fixed at Blackheath, is about to be established in England. Sir Edward Codrington has been chosen President of the Council of the School. When shall we be able to record a similar establishment in the United States?

Mr. A. Baring having lost his borough by the Reform Bill, is announced by the Morning Post to oppose Mr. Hume for Middlesex—we should think with little chance of success.

Mr. H. Labouchere, known here as having travelled through this country some years ago, has been appointed one of the Lords of the Admiralty. He vacated his seat for Taunton, but was immediately re-elected. Mr. Macaulay, in like manner, having been appointed one of the Commissioners of the Board of Control, resigned his seat for Calne, but was unanimously re-elected. Mr. Macaulay will be a candidate for Leeds under the new bill.

After the insurrections of June in the streets of Paris, the French Government, by way of obtaining evidence against the insurgents, issued an ordinance calling on all medical men to give information touching any wounded patients they might be called to attend upon, under a penalty of 300 francs. The ordinance was justified by a law passed in the seventeenth century! The *médécins*, to their honor be it recorded, refused compliance, even with the prospect of a military tribunal before their eyes; and the Government has been fit to retract its edict.

**LATEST FROM MADRIDA AND LISBON.**—From the Norfolk Beacon, we learn that the brig Hazard, Capt. Given, had arrived there in 27 days from Madeira. The United States' ship Boston arrived at Madeira on the 2d July, in four days from Lisbon. Nothing had been heard, or at least was publicly known, at either port, in respect to Don Pedro's squadron, since its departure from St. Michael's, about the 13th June. A report, however, prevailed at Madeira, that a squadron had been seen to the north of that island, a few days previous to the sailing of the Hazard. The blockade, by a barque and two schooners, still continued. On the 11th of July, in lat. 28, 5, lon. 28 1.2 W., Captain Given spoke a barque and a sloop, which he supposed to be a part of the squadron.

**FROM COLOMBIA.**—By the brig Medina, Capt. Hafl, we have received Carthagena papers to the 8th of July. Their contents are uninteresting.

Gen. Santander, President elect of Colombia, arrived at Santa Martha on the 16th July, having sailed from this port in the brig Montilla, 23d June. In a letter to the Governor of Santa Martha, dated New-York, May 31st, he announced his expectation of landing at that port, and expressed a wish that the usual expensive formalities on the reception of public characters in that country, might be dispensed with.

The differences with the Republic of Ecuador, over which Gen. Flores presides, appear to be in a train of amicable adjustment.

**FROM MEXICO.**—Captain Williams, of the brig Jane, from Matamoras, informs that, on the first of July, a fleet of six sail, a brig and five schooners, under the Mexican flag, came to anchor off the Brassos. On the 2d a boat came on shore, and informed that it was a squadron belonging to Gen. St. Anna, under the command of Capt. Cochrane. In the afternoon, 250 troops were landed, under the command of Col. Majia, who took possession of the Brassos, erected several batteries, and proceeded on to Matamoras. At the Barreta, (half way,) they were met by the government troops, consisting of 200, cavalry and infantry, and after a slight skirmish, in which no blood was shed, the government troops, in a body, joined the forces of St. Anna, when they marched unmolested into the town of Matamoras, and took possession. Business was not materially affected by this event. The Custom House immediately, with a few changes in its officers, resumed business, and all was tranquil on the day the Jane left.

The U. S. schr. Grampus, Tatnall, commander, from Vera Cruz, via Tampico, arrived on the 3d, with the intelligence of an armistice until the 29th of September. Capt. Tatnall immediately proceeded to town, and had an interview with the commander, who assured him that the foreigners and their effects should not be molested. The Grampus, the day before the Jane sailed, had got under weigh and proceeded to Rio Grande, to assist American vessels in getting over the bar. Officers and crew all well.

**NEW ORLEANS, July 20.**—Capt. Murray, of the schooner Elizabeth, arrived yesterday from Matamoras, whence he sailed on the 11th inst., informs us that a despatch had arrived on the day previous to his departure from the camp of Gen. Toran, near Victoria, the capital of Tamaulipas, bearing intelligence of the desertion of the troops, amounting to over 2,000 men, under his command, who had simultaneously declared for, and gone over to, Santa Anna. The General could no longer brook the sad reverses of the fortune of war, and on witnessing this last act of abandonment of his hopes, he closed his military career by self-immolation, with his own sword.—[Louisiana Advertiser.]

**FROM TAMPICO.**—By the schr. Two Brothers, Captain Harper, we have received a file of the Tampico Gazette to the 12th July inclusive. All was tranquil at Tampico, business was reviving, and confidence was increasing in the Government as the time for electing a new President approached. No doubt was entertained of Santa Anna's success. It is stated that \$200,000 in specie was on the road to Tampico from the interior.—[New Orleans Adv.]

By the schr. Pomona, Capt. Bradley, arrived at New Orleans from Galveston Bay, which place she left on the 15th ult. intelligence is received that the government troops lately under the command of Col. Bradburn, at Anahuac, had declared in favor of Santa Anna, and the new order of things, and were about embarking on board two schooners for Matamoras. Bradburn had been arrested by an order from Gen. Toran, but had escaped on the night of

the 14th. The volunteer troops, composed of the colonists, were still encamped at Anahuac. Business was completely at a stand—the Pomona brought back the principal part of her outward cargo.

[From the Journal of Commerce.]

**LATEST FROM BOGOTA.**—We have received, via Jamaica, Bogota papers to the 10th June. They contain intelligence of the Cholera having made its appearance in Chili.

This fatal news, says the Boletín de Popayan, has just reached us, and we consider ourselves under obligation to give it immediate publicity. A letter from Santiago de Chili, from an unquestionable source, dated 12th February, says:

"An epidemic called *Scarlatina* or *Cholera Morbus*, has made its appearance in this country, with so much violence, that people die in the streets in a few minutes after leaving their houses. By the mail just arrived from Valparaiso, we learn that 363 persons have died in that city in eight days; and during the present week 591 have died in this capital."

We give the above as we find it. Later dates have been received from Valparaiso direct, which make no mention of the disease. Nevertheless, we do not see how the writer can be mistaken in regard to Santiago. Either the information must be substantially correct in regard to the latter city, or it must be an intentional hoax, which last the Boletín assures us is impossible.

**BOGOTA, June 10.—Important Decree.**—We have the satisfaction to know that the Supreme Government has issued a decree fixing the true meaning of the laws of the 21st January and 21st March, of the present year. It has declared that foreign goods brought into New Granada from Venezuela, either by salt water or by fresh, or by land, shall pay, in our ports, and other places of entry, the duties specified by the laws, both of importation and alcabala, (excise) as well as other municipal duties. For this purpose a custom-house has been established at Cucuta, as the northern frontier of the State.

[From the Mercantile Advertiser.]

**FIRE AT PORT AU PRINCE.**—On the 8th July, about 1 P. M. a fire broke out in a block of wooden buildings at the S. E. extremity of the town of Port au Prince. The wind blowing strong from the N. E. carried the flames from house to house until every thing in its course was in a few minutes wrapped in flames, and at 4 o'clock, upwards of 500 buildings, with most of their contents, were entirely consumed. Fortunately the fire was confined to the less business part of the town. The conduct of several American seamen in the port, on this occasion, excited so much admiration, that a contribution of \$80 was tendered to them through the American Consul. This they refused to accept, and begged that the sum might be appropriated to the unfortunate sufferers by the fire.

Extract of a letter dated Port au Prince, July 20, received in this city:

"The fire on the 8th inst. destroyed upwards of 270 houses, and a great deal of property. Fortunately few lives were lost, and unlike all the former fires, it destroyed very little belonging to commerce—the houses on this quarter being chiefly occupied by the military and others in the employ of government.—A few marchandes suffered, some two or three shops being burnt, and more plundered during the confusion, but on the whole commerce may be said to have escaped very well."

"Coffee came in freely last week, but this week we have had very little. Price \$13.75 to 14. We think it will go higher, as the crop is nearly exhausted."

The Detroit Journal contains a letter from Dr. Houghton, dated La Pointe, Lake Superior, June 21st, which mentions that during the past winter a band of Mushkegon, or Mountaineers, speaking a dialect of the Chippewa language, fell upon a trading post situated on the Nipigon river, belonging to the Hon. Hudson Bay Company, and murdered, indiscriminately, all the traders occupying the post. This induced the Company to collect their forces from different posts, and to send them against the band of Indians. An action took place, in which twenty traders and forty Indians were killed. The difficulty still remains unsettled.

Amongst the deaths at Montreal, is that of John Fleming, Esq. partner in the firm of Hart, Logan & Co., and President of the Bank of Montreal. He was aged 46 years, born in Aberdeenshire, Scotland, and died after an illness of 9 hours.



MISCELLANY.

[From the London Literary Gazette.]

THE TOUR OF A GERMAN PRINCE IN ENGLAND.

Behold him, as he is, after ten years of absence, again (Sept. 1826) a visitor to England, and a delineator of our national manners.

"At Newmarket:—The first day I was gifted with such a prophetic vision, that twice, by the mere exercise of my proper observation and judgment, I betted upon the winner at the saddling, and gained a considerable sum. But I had the usual fate of play;—what I won that day I lost the next, and as much more to boot. Whoever is a permanent winner here, is sure of his game beforehand; and it is well known that the principles of many of the English nobility are remarkably wide and expansive on this head. Among the company present I found several old acquaintances, who gave me permission to see their running horses in the stable, which is regarded as a signal favor. They also offered to introduce me into the club here; an honor, however, which I declined. It is purely a gambling club, which a man should beware of in England more than in any other country. It may be regarded as a part of the national costume, and highly characteristic of the general tradesman-like spirit, that beforehand all advantages are fair; but that after a bet is once taken, though often amidst the greatest hurry and confusion, it is scarcely ever disputed. On the other hand, a man who has lost more than he can pay, before reckoning day becomes invisible—that is, commits an act of bankruptcy and betakes himself to the continent, either forever, or till he can pay."

"Of all offences," we are afterwards told, "against English manners which a man can commit, the three following are the greatest:—to put his knife to his mouth instead of his fork; to take up sugar or asparagus with his fingers; or, above all, to spit anywhere in a room. These are certainly laudable prohibitions, and well-bred people of all countries avoid such practices, though even on these points manners differ greatly; for Marshal Richelieu detected an adventurer, who passed himself off for a man of rank, by the single circumstance of his taking up olives with his fork, and not with his fingers. The ridiculous thing is the amazing importance which is here attached to them. The last-named crime is so pedantically proscribed in England, that you might seek through all London in vain to find such a piece of furniture as a spitting-box. A Dutchman, who was very uncomfortable for the want of one, declared, with great indignation, that an Englishman's only spitting-box was his stomach. These things are, I repeat, little more than trivial; but the most important rules of behaviour in foreign countries almost always regard trivialities. Had I, for example, to give a few universal rules to a young traveller, I should seriously counsel him thus:—in Naples, treat the people brutally; in Rome, be natural; in Austria, don't talk politics; in France, give yourself no airs; in Germany, a great many; and in England, don't spit. With these rules the young man would get on very well."

We dare say, our excellent comedian, Liston, would be very well pleased (sung as he is) if the prince would make proof of the first part of the following representation, the latter part is an idle story. "The Haymarket," he says, "I lately visited, when the celebrated Liston enchanted the public for the hundred-and-second time in Paul Pry, a sort of foolish lout. The actor, who is said to have made a fortune of six thousand a year, is one of those whom I should call natural comic actors, of the same class as were Untermann and Wurm in Berlin, and Bozenberg and Doring in Dresden; men who, without any profound study of their art, excite laughter by a certain drollery of manner peculiar to themselves, and an inextinguishable humor that could be poured through frequently in private life they are hypochondriacal, as is said to be the case with Liston."

"The notorious Madame Vestris (he continues,) who formerly made *furor*, was also there. She is somewhat *pussette*, but still very fascinating on the stage. She is an excellent singer, and still better actor, and a greater favourite of the English public even than Liston. Her great celebrity, however, rests on the beauty of her legs, which are become a standing article in the theatrical criticisms of the newspapers, and are often displayed by her in man's attire. The grace and the exhaustless spirit and wit of her acting are also truly enchanting, though she sometimes disgusts one by her want of modesty, and coquettes too much with the audience. It may truly be said, in every sense of the word,

that Madame Vestris belongs to all Europe. Her father was an Italian, her mother a German and a good piano-forte player, her husband of the illustrious dancing family of France, and herself an Englishwoman—any chasms in her connection with other European nations are more than filled up by hundreds of the most marquant lovers. She also speaks several languages with the utmost fluency. In the character of the German 'broom girl,' she sings

*Ach du lieber Augustin,*

with a perfect pronunciation, and with a very piquant air of assurance."

The subjoined remarks on our newspapers deserve a place:—

"A strange custom in England is the continual intrusion of the newspapers into the affairs of private life. A man of any distinction not only sees the most absurd details concerning him dragged before the public—such as where he dined, what evening party he attended, and so forth (which many foreigners read with the greatest self-complacency; but if any thing really worth telling happens to him it is immediately made public without shame or scruple. Personal hostility has thus *beau jeu*, as well as the desire of making profitable friends. Many use the newspapers for the publication of articles to their own advantage, which they send themselves. The foreign embassies cultivate this branch with great assiduity. It is easy to see what formidable weapons the press thus furnishes. Fortunately however, the poison brings its antidote with it. This consists in the indifference with which the public receives such communications. An article in a newspaper, after which a continental would not show himself for three months, here excites at most a momentary laugh, and the next day is forgotten. About a month ago, the papers made themselves very merry about the duel of a noble lord here, who according to their representation of the matter had not cut a very heroic figure. They made the most offensive remarks, and drew the most mortifying inferences as to the calibre of his valour, and all this had not the smallest perceptible effect in disabling him from presenting himself in society with as much ease and unconcern as ever. They have tried to give me, too, a *coup fourré*. But I have served under an old soldier, and learned from him always to have the first and loudest laugh at myself, and not to spare an inoffensive jest at myself and others. This is the only safe way of meeting ridicule in the world: if you appear sensitive or embarrassed, then indeed the poison works; otherwise it evaporates like cold water on a red-hot stove. This the English understand to perfection."

We select as our next quotation a general notice of the stage:

"The most striking thing to a foreigner in English theatres is the unheard-of coarseness and brutality of the audiences. The consequence of this is, that the higher and more civilized classes go only to the Italian Opera, and very rarely visit their national theatre. Whether this be unfavourable or otherwise to the stage, I leave others to determine. English freedom here degenerates into the rudest license, and it is not uncommon, in the midst of the most affecting part of a tragedy, or the most charming 'cadenza' of a singer, to hear some coarse expression shouted from the galleries in stentor voice. This is followed, according to the state of the bystanders, either by loud laughter and approbation, or by the castigation and expulsion of the offender. Whichever turn the thing takes you can hear no more of what is passing on the stage, where actors and singers, according to ancient usage, do not suffer themselves to be interrupted by such occurrences, but declaim or warble away, *comme si rien n'était*. And such things happen not once, but sometimes twenty times, in the course of a performance, and amuse many of the audience more than that does. It is also no rarity for some one to throw the fragments of his *gouté*, which do not always consist of orange peels alone, without the smallest ceremony on the heads of the people in the pit, or to shail them with singular dexterity into the boxes; while others hang their coats and waistcoats over the railing of the gallery, and sit in their shirt sleeves; in short, all that could be devised for the better excitement of a phlegmatic Harmonie Society of the workmen in Berlin, under the renowned Wisotzky, is to be found in the national theatre of Britain. Another cause for the absence of respectable families is the resort of hundreds of these unhappy women with whom London swarms. They are to be seen of every degree, from the lady who spends a splendid income, and has her own box, to

the wretched beings who wander houseless in the streets. Between the acts they fill the large and handsome *foyers*, and exhibit their boundless effrontery in the most revolting manner. It is most strange that in no country on earth is this afflicting and humiliating spectacle so openly exhibited as in the religious and decorous England. The evil goes to such an extent, that in the theatres it is often difficult to keep off these repulsive beings, especially when they are drunk, which is not seldom the case. They beg in the most shameless manner, and a pretty, elegantly dressed girl does not disdain to take a shilling or a sixpence, which she instantly spends in a glass of rum, like the meanest beggar. And these are the scenes, I repeat, which are exhibited in the national theatre of England, where the highest dramatic talent of the country should be developed; where immortal artists like Garrick, Mrs. Siddons, Miss O'Neil, have enraptured the public by their genius, and where such actors as Kean, Kemble, and Young, still adorn the stage. Is not this—to say nothing of the immorality—in the highest degree low and undignified? It is wholly inconsistent with any real love of art, or conception of its office and dignity. The turbulent scenes I have described above scarcely ever arise out of any thing connected with the performance, but have almost always some source quite foreign to it, and no way relating to the stage."

Speaking of *Figaro*, at Drury Lane, we have some observations which shew what foreigners think of our mode of adapting their operas, and of our musical qualities:

"What was my astonishment (he exclaims) at the unheard-of treatment which the master-work of the immortal composer has received at English hands! You will hardly believe me when I tell you, that neither the Count, the Countess, nor *Figaro* sang; these parts were given to mere actors, and their principal songs, with some little alteration in the words, were sung by the other singers; to add to this, the gardener roared out some interpolated popular English songs, which suited Mozart's music just as a pitch-plaster would suit the face of the Venus de Medici. The whole opera was moreover 'arranged' by a certain Mr. Bishop (a circumstance which I had seen noticed in the bill, but did not understand till now,)—that is, adapted to English ears by means of the most tasteless and shocking alterations. The English national music, the coarse heavy melodies of which can never be mistaken for an instant, has, to me at least, something singularly offensive; an expression of brutal feeling both in pain and pleasure, which smacks of 'roast beef, plum-pudding, and porter.' You may imagine therefore what an agreeable effect these incorporations with the lovely and refined conceptions of Mozart must produce. *Je n'y pouvais tenir*—poor Mozart appeared to me like a martyr on the cross, and I suffered no less by sympathy. This abominable practice is the more inexcusable, since here is really no want of meritorious singers, male and female; and, with better arrangement, very good performances might be given. It is true, even if the stage were in good order, a second Orpheus would still be required to tame English audiences."

We have great pleasure in quoting here a very just and judicious compliment paid to a distinguished character, who has very lately left us—to return, we trust, within a few months, to a station which he supports with princely splendour, and adorns with the most grateful courtesy.

"I often dine at Prince Esterhazy's, who exhibits a perfect model to diplomats how dignified representation may be combined with agreeable facile manners; and how a man may please every body, if he understands the art of placing himself *à sa portée*, yet without suffering his own dignity to be forgotten for an instant, *un vrai Seigneur*, such as are every day becoming rarer. Never, too, did a foreigner succeed so perfectly in England; and yet, most assuredly, without the slightest concession to English arrogance. This implies infinite tact; the lighter, more vivacious character of a South German; and the most astute intellect, concealed beneath the most unpretending *bon-homme*; the whole backed and set off by a great name and a splendid fortune."

We annex two amusing anecdotes connected with diplomacy:

"Count H——— was ambassador at a German court renowned for its economy, (*pour ne pas dire mesquinerie*), and on some solemn occasion received a snuff-box, with the portrait of the sovereign; which however was set round with very small paltry diamonds. Shortly afterwards, one of his colleagues asked him to show him his present. *Vous ne trouverez pas le*



portrait ressemblant," said the Count, giving him the snuff-box,—"mais les diamants."

"A diplomatic writer, who passed as authority in the time of Louis the Fourteenth, concluded a treatise on the great privileges pretending to foreign envoys, with the following words:—*Mais dès qu'un ambassadeur est mort, il rentre dans la vie privée.*"

Our literary friends will laugh at the blundering in the following mention of Lady C. Bary:

"In the course of the evening I made a more interesting acquaintance than I expected on the staircase (I could get no further,) in Lady C—B—, who has some reputation as an authoress. She is the sister of a duke, and was a celebrated beauty. The next morning I called on her, and found every thing in her house brown, in every possible shape;—furniture, curtains, carpets, her own and her children's dresses, presented no other colour. The room was without looking glasses or pictures, and its only ornaments were casts from the antique."

After I had been there some time, the celebrated bookseller C— entered. This man had made a fortune by *Walter Scott's Novels*, though, as I was told, he refused his first and best, Waverley, and at last gave but a small sum for it. I hope the charming Lady C—B— had better cause to be satisfied with him. I thought it discreet to leave her with her man of business, and made my bow."

The next passages with which we conclude, are perhaps equally correct, i. e. a mixture of truth and mistake.

"I lately read a moving instance of conjugal affection in the newspaper: The Marquess of Hastings died in Malta; shortly before his death he ordered that his right hand should be cut off immediately after his death, and sent to his wife. A gentleman of my acquaintance, out of real tenderness, and with her previously-obtained permission, cut off his mother's head, that he might keep the skull as long as he lived: while other Englishmen, I really believe, would rather endure eternal torments than permit the scalpel to come near their bodies. The laws enjoin the most scrupulous fulfilment of such dispositions of a deceased person; however extravagant they may be, they must be executed. I am told there is a country-house in England where a corpse fully dressed has been standing at a window for the last half century, and still overlooks its former property."

"The poor Duke of York is at length dead, after long illness, and lay in state yesterday with great magnificence. I saw him in October, and found him, even then, the shadow of the robust statesman whom I had formerly so often seen at Lady L's, and at his own house, where six bottles of claret after dinner scarcely made a perceptible change in his countenance. I remember that in one such evening—it was indeed already after midnight—he took some of his guests, among whom were the Austrian ambassador, Count Meerveldt, Count Beroldingen, and myself, into his beautiful armoury. We tried to swing several Turkish sabres, but none of us had a very firm grasp; whence it happened that the Duke and Count Meerveldt both scratched themselves with a sort of straight Indian sword, so as to draw blood. Count Meerveldt then wished to try if it cut as well as a real Damascus, and undertook to cut through one of the wax candles which stood on the table. The experiment answered so ill; that both the candles, candlesticks and all, fell to the ground, and were extinguished. While we were groping about in the dark, and trying to find the door, the Duke's aid-de-camp, Col. C—, stammered out, in great agitation, 'By G—d, sir, I remember the sword is poisoned!' You may conceive the agreeable feelings of the wounded at this intelligence. Happily, on further examination, it appeared that claret, and not poison, was at the bottom of the colonel's exclamation. The Duke seems to be much regretted, and the whole country wears deep mourning for him, with crape on the hat, and black gloves: *ce qui fait le désespoir* of all shopkeepers. People put their servants into black liveries, and write on paper with a broad black edge. Meantime the Christmas pantomimes go on as merrily as ever. It has a strange effect to see harlequin and columbine skipping about on the stage in all conceivable frivolities and antics, while the coal-black audience, dressed as for a funeral procession, clap and shout with delight."

"In most companies pretty high play is the order of the day, and the ladies are the most eager players. The crowding to the *carté* table, which is almost out of fashion at Paris, is incessant; and the white arms of the English beauties appear to great advantage on

the tablecovers of black velvet embroidered with gold. But if their arms are dangerous, their hands are still more so, *car les vieilles surtout trichent impitoyablement*. There are some old maids whom one meets in the first society, who make a regular trade of play, so that they carry off fifty pounds at a stroke without changing a feature. They have small parties at their own houses, which are as like *tripots* as possible."

"In the evening, after wandering to four or five places in search of something interesting, I at last fixed myself at Lady —'s, where I was rivetted by the conversation of a Captain —, a half-German, who is just returned from the East, and gave a very interesting account of his travels. Among other things, he told me the following strange anecdote of Lady Hester Stanhope, a niece of Pitt's, who left England many years ago, turned Arab, and has established herself in Syria. She is now honored by the Arabs as a prophet, lives with all the state of a native princess, and seldom allows Europeans to see her. After a great deal of trouble, Captain — gained access to her. The first thing she required was his promise that he would not write any thing about her. This vow being made, (luckily I am bound by none such,) she was cheerful and conversable, and talked with equal ease and cleverness. She made it no secret that she had renounced the Christian faith, and, at the same time, that she still looked for the appearing of the true Son of God, before whom she was appointed to prepare the way. Hereupon she showed the captain a noble Arab mare, which had a curious bony excrescence on the back, exactly in the form of a saddle. 'This horse,' said she, with a look of which Captain — declared he was still in doubt whether to ascribe to madness, or to a desire to hoax him, 'This horse God has saddled for his own Son, and woe to the man who shall dare to mount it! Under my protection it awaits its true master! She afterwards assured him, *en passant*, that Adam was still living, and that she knew perfectly the place of his concealment, but would not reveal it. The lady of the house listened to his narration, and assured him that Lady Hester had been only 'quizzing' him, for that she had known her well; and that never had woman a clearer, more determined, and, at the same time, more astute mind."

Sir Walter Scott.—The author of Waverley, alas! is lying at the St. James's Hotel in Jermyn street, in the last stage of paralysis—"past cure, past hope, past help." In a few days the country will mourn the extinction of one of her most shining lights, the loss of one of her greatest benefactors. Sir Walter Scott has had political enemies, as every distinguished individual must have who has taken so marked a political part as he has done; and of this sort of enmity we think he has experienced too large a share, for no such decided Tory ever neutralized his theoretical errors by so strong an infusion of practical liberality: but a personal enemy he has never had. His unaffected simplicity, his benevolence of heart, his integrity of character (which the latter circumstances of his life showed to be heroic) have made him the object of universal affection as well as respect. Heroic his integrity may well be called; for there is no doubt that he is now cut off, at only sixty years of age, a victim to exertions beyond human strength, not for the benefit of himself or his family, but of individuals, who but for those exertions would have been sufferers from the commercial embarrassments in which he had the unhappiness to be involved. On the completion of the last of his labours he was compelled to seek for a renewal of health and strength in foreign climates. His search has been vain; and he is not even permitted to revisit the cherished scenes and "familiar faces" of his native land. But his memory will never die; and if ever man bequeathed to posterity a name as pure and spotless as it is great, that man is Sir Walter Scott. —[London Spectator, 23d June.]

A London paper says, Charles Kemble and his daughter, Miss Fanny Kemble, have finally arranged with Mr. Price to perform one whole year in the principal theatres in the United States, for which they will take their departure in July, when they have finished their engagements in Scotland.

Mr. E. L. BULWER, who now sits for the borough of St. Ives, which is disfranchised by a reform bill, is canvassing the electors of Lincoln for the new parliament. Mr. Bulwer's efforts to relieve the press from its trammels formed one of his principal recommendations. He will probably succeed.

## NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. M. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet New-York.

## RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. BALSTON.

Philadelphia, May 25, 1832.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Esq. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmira, Wayne County, New-York,

1st mo. 23d, 1832.

120 1/2

## PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J33 1am 1/2

H. BURDEN.

## A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 4 1/2 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.			AQUACKANONK.		
At half past 7 o'clock, A.M.	do	do	At half past 1 o'clock, A.M.	do	do
10 do do	do	do	4 before 1 do	do	do
3 do do	P.M.	do	half past 2 do	do	do
4 do do	do	do	5 do do	do	do
half past 4 do	do	do	half past 6 do	do	do
ON SUNDAYS.			ON SUNDAYS.		
At 6 o'clock, A.M.	do	do	At 7 o'clock, A.M.	do	do
half past 7 do	do	do	half past 8 do	do	do
9 do do	do	do	half past 9 do	do	do
half past 12 do	P.M.	do	half past 1 do	do	P.M.
5 do do	do	do	6 do do	do	do
half past 6 do	do	do	half past 7 do	do	do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 12 1/2 cts.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.

N.B.—Persons leaving Hoboken by the 3 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.

Jy 15

The public are informed that, until further notice, the 12 o'clock and 4 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Aquackanonk, are, for the present withdrawn.

By order.

Paterson, July 26, 1832.

E. B. D. OGDEN, Secy.

Jy 23



## VARIETIES.

**The Cholera in Ireland.**—A late Dublin paper states, that many of the country people were seen running and riding all over the midland counties of Ireland, carrying with them a piece of burning turf, a small piece of which they leave at every house, with the following exhortation:—"The plague has broken out; take this, and while it burns offer up seven Paters, three Aves, and a Credo, in the name of God and the holy St. John, that the plague may be stopped." The person leaving it, lays each householder under an "obligation" to set fire to his piece of turf, and run to seven other houses, where no holy fire has been left, and leave it in each, under a penalty of falling a victim to the Cholera himself! Men, women, and children, were seen scouring the country with this charmed turf in every direction, each endeavoring to be foremost in finding houses where none has been left. One man had to run thirty miles before he could perform his task. The stories of its origin are various: one is, that the holy fire was first blessed by a priest; another, that it was kindled by lightning. The priests, however, profess entire ignorance of the whole matter.

In the London Spectator, we find thus noticed, among a collection of mechanical curiosities, the *Steam-Cannon of our Perkins*:

Mr. Perkins may be considered in the light of a benefactor to his species, inasmuch as his wonderful improvement in the art of killing must eventually lead to the abolition of war. To give some idea of the powers and capabilities of this engine, let the reader fancy a metal tube of any given calibre, connected with a compact steam apparatus of proportionate power, and moveable at pleasure in any direction by means of a universal joint. With one fourth additional force to that of gun powder, it will propel a stream of bullets, whether musket or cannon balls, at the rate of seventy-eight in four seconds, for any length of time during which the steam-power may be kept up. Nothing mortal, or that is made by mortal hands, can stand against such a resistless attack. One gun is in itself a battery in perpetual and incessant action, moving horizontally or vertically, sweeping in a semicircular range, and pouring all the while a continued volley of balls, with unerring precision when directed point-blank. Two of these guns in a ship would sink any vessel instantly; and what force could pass by such a battery on land? The very appearance of one on the field of battle, would clear it of living beings, either by putting them to flight or to death. The gun is fired every half hour; and it is fixed so that the balls can only hit a target at the other end of the room. The noise it makes in firing is little more than that caused by the rush of a column of steam from a narrow aperture, with the addition of the noise of the balls hitting the target. Strange to relate, there is not the slightest danger to alarm the most timid female. It is curious to see a small tube of polished steel spitting (for that term is most expressive of its action) forth a shower of bullets and steam without the least apparent effort.

Besides this extraordinary and beautiful piece of mechanism, there are other specimens of the ingenuity of the inventor, Mr. Perkins, which we can only enumerate.—Apparatus illustrating his new mode of evaporating fluids in open vessels, and of generating steam under pressure; for compressing air; for generating heat by means of friction, applicable to the fusion of metals, &c. A new paddle-wheel for steamboats, by Mr. Perkins and Mr. Holdsworth's revolving rudders, are shown in action by working models of steamboats that propel themselves round tanks of water, &c. &c.

Mr. Tom Cooke, the composer, had two sons, one a midshipman, the other a hornplayer. The former once taunted the latter with his superiority, as being in his Majesty's service. "Hold your tongue," said Cooke, "I've brought you both up to wind instruments—he to a horn and you to a ship."

A dramatist recently offered Mrs. Waylett a burlesque for her theatre: it contained some rather gross allusions, and she declined it. "Perhaps," said the dramatist, unable to divine the cause of refusal, "you find the piece a little too long." "Not so," said Mrs. Waylett; "but I do think it a great deal too broad."

## POETRY.

[FOR THE NEW-YORK AMERICAN.]

### MY SISTER.

Some feelings are to mortals given  
With less of earth in them than heaven.—Scott.  
Mine eyes have seen the beautiful  
Mine ears have heard their thrilling voice;  
My heart has felt their potent rule—  
The fears of hope, the hope of joys—  
But never has my sight approv'd  
A fairer than my Sister—no!  
None other sound so much hath mov'd  
As her "Dear Brother," spoken low.  
O! could I wake that love again,  
What would I not of wealth forego—  
What dangers would I not disdain  
And proffer'd honors from me throw?  
Yet she was call'd but passing fair!  
Nor aught of dowry, save love, had she,  
And others look as kind may wear,  
But ah, the difference to me!  
How swiftly nam'd the halcyon times!  
No dread of ill, no fear, to cease—  
No dream of parting, chilling climes!  
Dissever'd ties, dividing seas!  
Too brief is happiness below:  
A worm in every gourd there lies,  
Each flower to fragrance only grows  
To show, that, as it blooms, it dies.  
So all our promis'd bliss is fled:  
And "Brother," "Sister," neither hears;  
The names, the very sounds, are dead;  
Lost, lost, in floods of burning tears.  
Ah! where am I, and where is she—  
Poor exiles—whither do we roam?  
No looks of love, to her, or me,  
No bless'd assurances of home!  
Yes, yes, there is a home for me!  
My soul believes the promise true!  
And there my Sister, will it be,  
That I, ere long, shall welcome you!  
No sighs—no separations—there!  
Redeem'd! thine, the happy land,  
Oh, let us soon its solace share!  
We mourn—each on a foreign strand.

### L'ETRANGER.

M. DE CHATEAUBRIAND, whose arrest is mentioned in preceding page, was, when the order reached him, about to compose a few lines on the interment of a young lady, the daughter of an old and respected friend, whose funeral he had attended the same day. He afterwards wrote the following stanzas, which claim attention from the circumstances under which they were composed, and the place whence they are dated:—

Pour Elisa Friess, la fille de mon ami, enterrée devant moi,  
Hier, 16 Juin, au Cimetière de Passy.  
Il descend, ce corcelet, et les roses sans tâches  
Qu'un père y déposait, tribut du sa douleur!  
Terre, tu les portes, et maintenant tu caches  
Jeune fille et jeune fleur.  
Ah! ne le rends jamais à ce monde profane,  
A ce monde de deuil, d'angoisse, et de malheur;  
Le vent brise et flétrit, le soleil brûle et fane,  
Jeune fille et jeune fleur.  
Tu dors, pauvre Elisa, et l'église d'années  
Tu ne crains plus du jour le poids et la chaleur;  
Elles ont achevé leurs fraîches matinées,  
Jeune fille et jeune fleur.  
Mais ton père, Elisa, sur ta cendre s'incline,  
Aux rides de son front a monté la pâleur,  
Et vieux chéne, le Temps tauche sur sa racine,  
Jeune fille et jeune fleur!

A la Préfecture de Police, le 17 Juin.

The Commercial Advertiser, happily enough, thus renders these lines. We have made in italics a slight alteration in the last two lines of the last stanza, in order to render the idea more accurately.

The bier descends, the spotless roses too,  
The father's tribute in his saddest hour,  
O Earth! that bore them both, thou hast thy due—  
The fair young girl and flower.

Give them not back unto a world again,  
Where mourning, grief, and agony have power,  
Where winds destroy, and suns malignant reign,  
That fair young girl and flower.

Lightly thou sleepest, young Elisa, now,  
Nor fear'st the burning heat, nor chilling shower;  
They both have perished in their morning glow—  
The fair young girl and flower.

But he, thy sire, whose furrow'd brow is pale,  
Bends, lost in sorrow, o'er thy funeral bower;  
While on the old oak's roots Time doth assail—  
The fair young girl and flower!

PETITION TO TIME.—By Barry Cornwall.

Touch us gently, Time!  
Let us glide adown thy stream  
Gently,—as we sometimes glide  
Through a quiet dream!  
Humble voyagers are we,  
Husband, wife, and children three—  
(One is lost,—an angel, fled  
To the azure overhead!)  
Touch us gently, Time!  
We've not proud nor soaring wings;  
Our ambition, our content  
Lies in simple things.  
Humble voyagers are we,  
O'er Life's dim unbounded sea,  
Seeking only some calm clime:  
Touch us gently, gentle Time!

## DEATHS.

**DIED**—Friday evening, August 3, after a lingering illness, in the 66th year of his age, Mr. Charles Wilcox, of this city.  
On Thursday, August 2d, at the advanced age of 80 years, Anthony Hill, an old and respectable inhabitant of this city.  
Of consumption, on Friday, August 3d, John L. Ruten, M. D. aged 30 years.

On the 8th inst. of the prevailing epidemic, Mrs. Hannah Hill, aged 78 years, wife of Mr. Anthony Hill, deceased. This worthy old couple died within a few days of each other. They were universally respected by all who knew them.

On Monday evening, Aug. 6th, after a short illness, Mrs. Maria Sharpe, widow of the late Jacob Sharpe, Esq. of Brooklyn, L. I., in the 72d year of her age.

On Sunday, Aug. 6th, of dropsy on the brain, Mary Dunbar, infant daughter of Dr. Ed. P. Marcellin, aged 17 months.

On Sunday evening, August 6th, of a lingering illness, Mrs. Sarah Webb, in the 75th year of her age.

On Sunday morning, August 6th, Captain John V. R. Ten Broeck, in the 43d year of his age.

At half past one o'clock, this morning, Aug. 7, of inflammation of the liver, Thomas Skidmore, Author of the "Rights of Man to Property," and various other political writings, aged 48 years. The illness of Mr. Skidmore was of three weeks' duration, and was, it is thought, caused by a slight attack of the cholera morbus. We are informed that a bust of the deceased will be taken during the day, after which the corpse, encased in a coffin partly of glass, will be kept for the inspection of the deceased's friends, until the interment, which will take place to-morrow afternoon, from his late residence, 55 Clinton-street.

At Bloomingdale, of apoplexy, on Sunday morning, Aug. 6th, Gabriel F. Striker, youngest son of the late Jas. Striker, after a few hours illness.

At Flatbush, of apoplexy, after a short illness, James Bailey, of this city, in the 63d year of his age—long known and respected as a man of exemplary character and a merchant of high standing in this community.

On Tuesday evening, the 7th August, after a lingering illness, Mrs. Catharine Clarkson, aged 66 years; relict of the late Rev. William Clarkson, of South Carolina, and daughter of the late Gen. William Floyd.

Tuesday evening, 7th instant, after a lingering illness, Mrs. Christina Garard, aged 67 years.

On Wednesday morning, August 8th, of the prevailing epidemic, Mr. James Seguire, in the 44th year of his age.

At Philadelphia, on the 4th of August, of consumption, Eliza Matilda, youngest daughter of the late Capt. John Cowman.

On Wednesday evening, August 8th, at his late residence at Kip's Bay, near the 3d mile stone, Isaac Wright, aged 73 years.

On Tuesday evening August 7, of dropsy on the brain, Jane, eldest daughter of the late Francis Johnson.

At Flatbush, L. I., on Friday last, of cholera, Mr. Peter Stryker, aged 67 years; and on Tuesday, Charlotte Osborn Stryker, his niece, aged 15 years.

At Saratoga, August 6, in the 20th year of his age, Ecroyde, son of Wm. F. Fell of the city of New York.

## WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 560 persons during the week ending on Saturday last, 4th instant, viz:—199 men, 160 women, 99 boys, and 93 girls.—Of whom 45 were of the age of 1 year and under; 42 between 1 and 2, 46 between 2 and 3, 26 between 3 and 10, 23 between 10 and 20, 103 between 20 and 30, 100 between 30 and 40, 82 between 40 and 50, 46 between 50 and 60, 31 between 60 and 70, 16 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100.—Diseases: Apoplexy 2, cancer 1, childbed 3, cholera morbus 1, cholera malignant 53, consumption 38, convulsions 13, diarrhoea 5, dropsy 3, dropsy in the chest 1, dropsy in the head 5, drowned 2, dysentery 6, dyspepsia 1, fever 4, fever, bilious 1, fever, intermittent 2, fever, puerperal 1, fever, remittent 1, fever scarlet 1, fever typhus 2, flux infantile 30, hemorrhage 1, hives or croup 2, jaundice 1, inflammation of the bowels 2, inflammation of the brain 5, inflammation of the chest 1, inflammation of the liver 3, intemperance 1, marasmus 2, measles 3, old age 8, palsy 1, peripneumony 2, scrofula or king's evil 1, spasm 1, sprue 3, stillborn 9, syphilis 1, teething 8, tumor 1, unknown 10, whooping cough 3, worms 4.

ABRAHAM D. STEPHENS, City Inspector.  
[Of the interments, 274 were in Potter's Field, and 102 in St. Patrick's Cathedral.]

## REPORTS OF INTERMENTS.

	Burials.	Cholera malignant.
Week ending July 7.....	191	56
Do. July 14.....	510	336
Do. July 21.....	887	716
Do. July 28.....	879	686
Do. Aug. 4.....	580	393
Day ending 8 o'clock, Aug. 5.....	60	39
Do. do. Aug. 6.....	80	51
Do. do. Aug. 7.....	47	28
Do. do. Aug. 8.....	78	55
Do. do. Aug. 9.....	69	34
<b>TOTAL, since 30th June.....</b>	<b>3381</b>	<b>2384</b>

## PASSENGERS.

In the ship Silas Richards, for Liverpool.—Mr. Van Wart and lady, Miss Irving, Mr. Van Wart, Mr. E. C. Makland, of New York; Mr. Campbell, of Jamaica; Mr. Brown and two sons, Miss Brown, Mr. Yarrow, of St. Thomas; Mr. Wingfield, of England; Mr. Day Martin, of Scotland; Mr. Markham and servant, of 32d regiment; Mr. Brooke, Canada; Mrs. Bursley, of New York.

In the ship New York, for Liverpool.—Mr. J. Stows and lady, of Leeds; Messrs. J. S. Lovering, T. Bate and W. Taylor, of New York; Alex. McCarney, of Vera Cruz; Ignatio Maldonado and servant, and Francisco Lope, of Mexico; C. Mason, of Liverpool; T. Donaldson, of Halifax; J. Taylor, of London; Geo. Francis and John Henry, of England.

In the packet ship Rhone, from Havre.—Lady Antoine Decuir, Miss Antoinette Decuir, Gaspard Spurzheim, Philologist, David De Forrest, Esq., Juliet Janerai, Wm. Laurans, Jacob W. Morris, Julia Reval, John Sawyer, R. N. Campbell Sawyer, Francois Rouler, B. Bouick, A. Bouquet, A. J. Marais, Louis Paquet, Henry Ernest, and 145 in the steerage.

In the ship Ajax, from Liverpool.—Mrs. E. Roxburgh, Mrs. Jane Webb, Mrs. Sarah Clisby, Misses Barbara Roxburgh, Margaret Roxburgh, Jane Webb, Mary Webb, Captain Alexander Roxburgh, Mr. Thomas W. Clisby, Geo. Stoney, Geo. N. Latham, T. Zachriston, Master A. Roxburgh, and 116 in the steerage.

In the ship York, from Liverpool.—Mr. J. S. Stevenson, Denny, Ireland; Mr. W. Brown, lady, three children and two servants; Mrs. Thule and family, two sons and daughter, all of England.